

# *Fifty Golden Years*



The story of  
**NEWPORT BEACH**  
By S. A. MEYER



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# 50 Golden Years

## A History of the City of Newport Beach

1906 - 1956

Compiled by Samuel A. Meyer

Publisher of The Newport News (1921-1946)







## INTRODUCTION

Seldom is there living in a city with its Golden Anniversary behind, a person with knowledge of things past, energy to enumerate them, and courage to set the story in a readable manuscript. Such a man does exist in Newport Beach.

Sam A. Meyer and his wife Vera, came to Newport Beach in December, 1921, to assume the management and ownership of the community's newspaper. The Meyer couple, their friends, fellow workers and compatriots of those days have, in fact, built the city of Newport Beach of today.

Slightly colorful, certainly, were some of the things that the exigencies of time and money required them to do. Bond issues were engineered for needed improvements to be voted during the winter when only hardy souls remained. Courageous were the undertakings of the handful of men who charted their course around the council tables in the old city hall or the office of Publisher Meyer, or more frequently in the office of the Newport Harbor Chamber of Commerce.

Time has shown that their bold efforts were right and sound. Problems that confront the city of Newport Beach today are in themselves proof of the courage that was extended by the handful of sturdy pioneers who gathered around Publisher Sam Meyer and his newspaper to accomplish the work of the day, year, decade and half century.

Seldom in a town such as ours are there left sufficient of those pioneers who built the town to give their story in the first person as has been done by Journalist Sam Meyer.

Usually such facts when compiled into book form have been re-written from the musty files of newspapers. Not so in Newport Beach. Some of those who made the news over the past half-hundred years are still alive and here. Certainly the man who wrote the stories of the day, himself frequently set them in type, and at times actually fed the press which printed the chronicling of the passing parade, is the one best suited to write this, the story of "Fifty Golden Years."

BEN REDDICK

# Foreword

So many fanciful tales have been told and retold about the lore of this region that it is anybody's guess which is correct. Some there are today who want glamour and mystery written into the history of Newport Beach, but just what is a writer to do — take fifty years of a city's rough and ready past or go back two centuries?

There were Indians here in the 1800's and these are supposed to have told early frontiersmen that the ocean washed the foot of the bluffs east of Beacon Bay. This could be conjured to mean that the Peninsula at Balboa did not always extend to its present length. Go a jump further and envisage that the rest of Newport Beach from Balboa to West Newport was also ocean, splashing the hills to where they end today.

One is hard-put, at least from a historical viewpoint, to deviate from facts and resort to fiction. Fiction authors claim that is the only way to make a book on History readable, yet when one reviews the many volumes written on the History of California, nine-tenths of the stuff is factual, and, naturally, "dry" reading. And yet, Sherman's History, written 27 years ago, is hard to find and considered a museum piece today.

Within the memory of many citizens living today, the discovery of extensive Indian remains at Corona del Mar, were evident. Indian skulls, beads, stone utensils were discovered in the caves and recesses by Antar Deraga, who had charge of the U. S. meteorological records and who lived in a small house on the Corona del Mar bluffs.

Again at the head of Upper Newport Bay scientists discovered the fossilized remnants of century-old inhabitants. Also the parts of the "Flightless Diving Goose," who could have been a relative of the Arctic Penguin. Which leads one to inquire at what age the goose inherited flying wings, but retained its diving habits?

Then there was the explorer, Cabrillo, who, in his diary, tells about sailing from Catalina Island with



the "prevailing wind" and reaching a "bay covered with smoke." It is true Upper Newport Bay was covered with a pall of smoke, from the burning peat beds, which were not extinguished until about 1935.

For years the feeling between Balboa and Newport was intense and bitter. There were haters in both ends of town. Balboa was always proclaimed as the recreational section; Newport the commercial. Balboa abounded in Bingo parlors, devious devices, especially in summer, for extracting the dime or dollar from the visitor. There was a spot of gambling, here and there; you received chips or pieces of cardboard good for 25 cents, fifty cents, and up, which you took to a nearby store equipped with a cashier window and exchanged same for coin of the realm.

Newport had its pier from which hundreds of fishermen and women, cast their hook and line and pulled forth the shiny denizens of the deep; off the wharf were the sellers of bass, halibut, mackerel, barracuda, the bait and tackle stores, one or two Tango games and not half as many people as invaded Balboa in the warm days.

Yet the hatred continued. There was only one newspaper. If the city trustees voted street or other funds for Balboa and not for Newport, the "mad talk" was quite incisive. Like the time the editor called the voting of \$1,500 for streets at the east end of town, "Balboa's Pork Barrel." The Balboans took that pretty grimly.

In the early days Newport had a majority of votes, which meant that three of the five trustees supported the projects that had the most votes. Isn't that what the politicians do to this day?

Balboa had its Harry Tudor, No. 1 booster, who persuaded R. G. Burlingame, Major L. L. Garrigues and others to build the theater and Rendezvous and opined that Balboa some day would be "The Atlantic City of the West."

It also had its Madame LaRue, whose real name was Mrs. L. S. Osgood, and who staged the annual Bathing Beauty Parades, insisted on gazing on the wine when it was too red, and who, in one of her moments, caught

a male friend on Main street one evening, clasped him about the neck and said: "How are you, you old son of a sea cook," which was not quite the right appellation.

Newport had its Lew Wallace, the town banker, within whose breast burned the fires of a commercial harbor. Later he abandoned the idea for yachting, when the Roosevelt regime put on its Works program, looking for places to spend money, so that the unemployed might work, even unto a "mud flat" like Newport Bay.

### BATTLING FOR VICTORY

Running like a sizzling strand of barbed wire through the warp and woof of a city's history, is the fifty years of corporate life of Newport Beach.

Rarely in the memory of any community has there been a more thrilling, more exciting series of events than those encompassing this lovely seaside resort of today.

Tempers flared at city board sessions.

The short and ugly word was a synonym for argument.

Stalwarts of their time guided the destinies of the citizenry.

Even before 1906, stratagem ruled men in high places as when the Southern Pacific inveigled the Santa Ana-Newport railroad away from the McFaddens, who, disgusted sold their thousands of acres in the area and moved out.

Politics always reared its insistent and tenacious head; it made some business men complacent; its deals and combines elected any aspirant or candidate its chiefs required; but carefully, yet legally, the leaders remained within the confines of the law, come hell or high water.

Annexations, some hard fought, brought thousands of acres into the little and growing municipality. But the prize of them all, Costa Mesa, adamantly refused to become a part of the city, fearful of the politicians, frightened over being gobbled up by the master minds of the beach.

Yet in all this turmoil, one thought, one hope, united all factions into a single unit, an urgent, dominant desire — creating a harbor at Newport Beach. That was

a dream that took fire as early as 1910. Its flames smouldered at times; the fuel burned out, was replenished, came into lusty life and then burst into a conflagration in 1933 when a small coterie of leaders braved the chill inaccessibility of Washington and came home "with the bacon."

And in all its growth upward Newport Beach battled for almost every achievement it secured, fighting off the encroachments of Santa Ana and other cities in its ambitions to go it alone — and won.

Among Harry Welch's papers were these earnest sentiments:

#### DEDICATION (By Harry Welch)

To all those, and they were many, who worked early and long to bring about the improvement of Newport Harbor, and to,

George A Rogers who came to Newport Beach when conditions were at a lower, low-water stage, they had a really "minus tide" in the affairs of the community,

George Rogers, with his help and guidance, his knowledge and his enthusiasm, more than any other, helped to make Newport Harbor what it is today, the finest recreational harbor in the Country.



## THOSE WHO WERE HELPFUL

Here is a list of those who aided the author in furnishing data on past events, for which he is most grateful:

Joseph A. Beek, Paul A. Palmer, Walter S. Spicer, B. W. Hellis, J. A. Gant, Mrs. Ethel Crego, Ralph P. Maskey, Ben Reddick, Thos. Henderson, Hadd Ring, Frank L. Rinehart, S. H. Davidson, Gus Wurdinger, Jas. B. McNally, R. L. Patterson, Ross Greeley, Herbert Kenny, Theodore Garnet, John McMillan, Braden Finch, Margery Schrouder, Isla Peck, Margaret (Peggy) Ige, Morgan Finch, Stell Marshall, Doris Powers, Everett Chace, Mrs. Mary Babb, John Hormen, Fred Croxen, Willard Mellott, Dr. Basil Peterson, Theodore Robins, Mrs. Jas. A. Beek, Mrs. Blanche Peabody.

*In the task of compiling such a vast amount of material in this History of Newport Beach, no doubt some scenes and incidents have been overlooked. Many of these events were just as important and praiseworthy as those presented, and the author apologizes for such omissions.*

*It is hoped that readers will overlook articles that are more or less repetitious, due to the fact that different contributors presented their own versions of events and incidents of long ago. As no two persons ever depict an identical incident alike, the same is true in this volume, where efforts have been made to present the various viewpoints.*

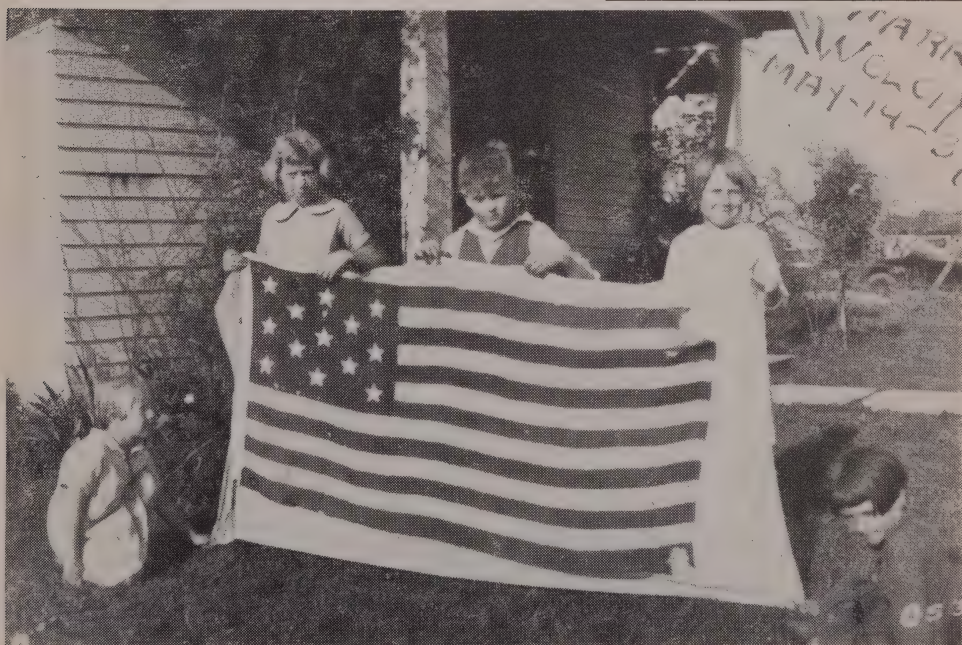
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by

Samuel A. Meyer

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# Old Newport Landing ~ 1865



(Upper left) — Sketch made by M. Claude Putnam from old photos. (Right upper) — Newport's "Flightless Diving Goose." Fossil remains of this extinct Bird were discovered, 'tis said, in Shale Beds of Upper Bay. (lower) Flag said to have been used by Migrants who camped on bluffs above Newport Bay in 1890, enroute to Oregon from Boston.





The City of Newport Beach as it appeared in late 1955. Aerial View Shows Newport, West Newport, Lido Isle, Balboa Island, Corona del Mar, Balboa





and Intervening Sectors with Lower and Upper Bay, Plus the Hills Beyond.  
To far left is Costa Mesa.



# *Discover New Port*

## *Chapter the First*

Captain S. S. Dunnels was a hearty, seafaring man of chesty distinction and Skipper of the stern-wheeler "Vaquero" which was built, supposedly, in 1859 at San Diego. Capt. Dunnels was proprietor of San Diego's first hotel and later a port pilot. Dunnels operated the "Vaquero" in the 1860-70's "running up and down the coast", which is unusual for a stern-wheeler, and also is the first hint that such a craft ever navigated on San Diego Bay.

Dunnels, in passing the rocky bluffs of what is now Laguna Beach and Newport Beach, was often strongly tempted to "put in" and investigate the terrain along shore. But it was not until about 1868 that he decided to explore a quiet body of water between a long strip of sandbar and the cliffs to the west and north that extended for miles along the coast. He found a long stretch of still water about a mile wide flowing in from the ocean and cautiously followed its devious course until he was able to land in an inlet of deep water at the base of the hills now designated as Coast Highway and Irvine Avenue.

Dunnels, on his return to San Diego, declared he had found a new port and in the gossip that soon followed, it became known as New-Port. Thus, nearly 100 years ago, Newport Beach was born.

John Sharps, one of the early citizens, and Newport Beach's first water works operator, (he got his water via shallow wells almost anywhere in old Newport) in 1885 met the captain of the "Vaquero" at Soledad, San Diego county, and verified the "New-port" version. It was not long until the bay became known as "Newport Landing". The "Vaquero" made many stops at Newport Landing, picking up grain, hides and live stock, mostly from the San Joaquin rancho, mostly owned and operated as early as 1810 by the first James Irvine, grandfather of Myford Irvine, today's owner.



There is an interesting sidelight on the fate of the "Vaquero". In a most interesting letter from Jerry MacMullen, director, Junipero Serra Museum, a branch of the San Diego Historical Society, the story goes: "The Vaquero" brought a load of wheat to San Diego from Newport, for which her charterers apparently neglected to pay; on her next trip back to Newport, she is said to have been attached for the unpaid bill . . . and San Diego never saw her again."

Bearing out this yarn to some extent, comes the story that the "Vaquero" was acquired in the latter part of 1873 by Capt. Moses Abbott, who is said to have continued to operate the vessel. Capt. Abbott and his descendants owned property at Balboa for many years and continued operating the craft.

Director MacMullen says further: "Captain Dunnels had a son, who, the last I heard of him was master of one of the Standard Oil tankers . . . but that was several years ago. The more you dig into the story the more intriguing it becomes . . . "

Continuing, Mr. MacMullen gives his version of another "Vaquero," thus: "There was a stern-wheeler VAQUERO which, I believe, ran at one time on the Sacramento river. She was of 105.92 tons, 100 feet long, built (no information as to where) in 1865, and not listed in any register later than 1885; in fact she is not even in the 1885 issue of 'List of Merchant Vessels of the United States.' One of our members, Dr. Horace Parker, lives at 217 Grand Canal, Balboa Island, and is a real 'eager beaver' on historical research."

#### YET ANOTHER VERSION

Origin of how Newport Beach acquired its name has been difficult to ascertain, so far as accuracy is concerned. Now comes Robert Glass Cleland, author of a volume about the Huntington Library, and other books, who was employed by the Irvine interests in 1952 to write the history of "The Irvine Ranch of Orange County," (1810-1950), Cleland says:

"As early as 1865, a small steamer called the Vaquero paid regular visits to Newport Bay, chiefly to collect hides, meat and tallow from the nearby ranches. In 1873 the well-known brothers . . . James, Robert and John McFadden . . . already owners of some four or five

thousand acres formerly belonging to the Rancho Santiago de Santa Ana, bought a small dock and warehouse that had been built a few months before on a site below the bluff or palisades at the dividing line between Upper and Lower Newport Bay, northwest of Linda Isle, and began importing lumber on a large scale (at least for those pioneer days) and shipping out grain, wool and a few other agricultural products.

"The McFaddens called the prosperous new shipping center Newport and helped to construct a good road for the shipment of freight to Santa Ana. In 1888, to overcome the difficulty of entering and navigating the winding bay, the brothers erected a pier, on the site of the present Newport pier, running some 1200 feet from shore, (presumably into the ocean) and in 1892 laid out the town of Newport as a beach resort. Like the Irvine Company in later years, the McFaddens leased rather than sold lots in the new town. The first hotel in the beach resort was built in 1893.

"With the completion of the pier at Newport, the McFaddens undertook to build a railroad from Santa Ana to the harbor; but the line was not actually completed until 1892. Thereafter it is said that between five and six hundred cargoes were handled over the Newport pier during the course of a single year. As business increased, the Southern Pacific Railroad sought to acquire both pier and railroad but the McFaddens, thanks to a long-standing feud with the Southern Pacific, refused to sell, and it was not until 1899 that the Huntington interests, by using a dummy purchaser, obtained the properties. Newport's day as a shipping center, however, was then almost over and a few years later commercial shipping was abandoned."

#### JOHN SHARPS' VIEWPOINT

John Sharps, whose daughter, Mrs. Ethel Crego still lives here (1956) had his own version of the naming of Newport, which coincided in large degree with the San Diego story. His tale was printed in an edition of the Newport News about 1920 and follows:

"In or about the year 1868 a little vessel by the name of "Vaquero" was plying between San Diego and San Pedro and on one of its regular trips the captain decided to explore an inlet which he discovered on his



way to San Pedro. Consequently on his return trip he entered the inlet and landed at a point just below the place where the Country Club is now located. (The Country Club is now occupied by The Castaways, a night club, and is located on the bluffs above a trailer park formerly owned by County Supervisor Heinz Kaiser. The club house served a nine-hole golf course built by the Irvine Co. and long since abandoned. The building was destroyed by fire in November 1956.)

"In 1874 two brothers, James and Robert McFadden, purchased the Vaquero from Captain Abbott and continued the lumber and produce business. But instead of plying between Newport Landing and San Diego they plied between this place and San Francisco. In the latter part of 1875 or the early part of 1876 the McFadden Brothers had a steamboat built in San Francisco which they christened 'Newport.'

"The Vaquero first came into the bay in a channel the west shore of which was about where the rest stations at the end of Central Avenue were later located. This channel was used by all sailors coming into Newport Landing up until the spring of 1876 when the bar at that point became so shallow and rough that the McFadden Brothers decided it was unsafe to risk the 'Newport' in making an entrance. (The rest rooms to which reference is made were located at the far end of the peninsula near a lagoon on which was located the home of Dr. and Mrs. Conrad Richter, a pioneer and beloved physician for many years. This lagoon was later filled under the direction of R. L. Patterson employed by Leeds & Barnard, Los Angeles engineers, Mr. Patterson later serving for many years as city engineer and now (1956) in private practice in Newport Beach.)

"As a consequence the McFadden Brothers made a thorough investigation of the tides and currents at this section, which has always been known as 'Rocky Point', and came to the conclusion that an artificial entrance at that point could be made. This is the place where the entrance is now located. (Mr. Patterson states that 'Rocky Point' is where the East Jetty is located on the Corona del Mar side of the entrance into Newport Bay.)

"In order to accomplish the making of this artificial entrance the McFadden Brothers enlisted the services

of their friends and neighbors at Gospel Swamp. This is where Greenville is now located. (Greenville is two miles north of Orange Coast College.) Twenty-five teams were taken down to the point and at high tide the work of removing the sand with ordinary slip scrapers was started. (The 'high' tide may have been an error instead of 'low' tide as several feet of water coursed over the bar.)

"It required two days and one night to complete the job. As soon as a channel had been started the force of the outgoing tide caused the water to run through with a scouring effect with the result that the water itself did a large part of the work of opening the channel. On the next high tide the channel was opened and the steamer 'Newport' entered and from that day to this, except in case of severe storm, the ocean has never entered the bay at any other point.

"Because of this heavy business a wharf on the ocean front was considered with the result that the McFadden Brothers took in five more men as partners and formed the Newport Wharf and Lumber Co., and in the early part of 1888 work was commenced on what was later the Southern Pacific Wharf (now owned by the City of Newport Beach) but which at the time was known by no other name than the Newport Wharf and Lumber Co., and so continued until it was transferred by the McFadden interests to the Southern Pacific about June, 1903.

"With the completion of the wharf in 1888 the steamer Newport ceased to come inside the bay and all cargoes were discharged and taken on from the new ocean wharf and Newport Landing was abandoned. In order to distinguish between the two places the location near the new wharf was called by early settlers 'Newport Beach' and Newport Landing was referred to as 'Old Newport.' (According to Mr. Sharps, Newport Beach obtained its name in this way and not from or because of any other Newport; hence 'Newport Beach' was eventually evolved from 'new port'.)

#### PURCHASE OF TOWNSITE ACREAGE

"On or about June, 1904, W. S. Collins and Charles Hansen of Riverside, bought from the McFadden interests the sandspit comprising 981 acres. The northwest line of this tract was what is now Block 61 of the city of



Newport Beach. (Block 61 starts at 61st street in West Newport.) The southeast line is now what is Ninth street in East Newport. Except Bay Island and Balboa Island and including Sugar Loaf (now Lido Isle) all the land between these points became the property of Collins and Hansen. They subdivided the tract and laid out what is now the western part of the city of Newport Beach.

“A man by the name of Abbott (not the skipper of the Vaquero) owned from Ninth street on the west to a point beyond what is now Main street in Balboa on the east. The late Joseph Ferguson owned from Abbott’s east line to the end of the sandspit. F. W. Harding, Chris McNeil and W. W. Wasser of Santa Ana, and E. J. Louis, J. P. Greeley, E. E. Richardson and C. L. Chamberlain were promoters of the tract now known as Balboa. J. J. Schnitker (at one time mayor) W. W. Wilson and others promoted what was known as East Newport. In 1907 the three communities, consisting of Newport Beach, East Newport and Balboa were incorporated under the name of the city of Newport Beach.” (Official records give incorporation date as September 1, 1906.)

# *Chapter the Second*

## SANTA ANA - NEWPORT RAILROAD

In checking and re-checking the different slants placed on various phases of olden times, it is a bit bewildering to interpret which is correct. Sherman's History gives a rather detailed statement of the building of the McFadden railroad to Santa Ana and the feud between the McFaddens and the Southern Pacific, but it is difficult to discover just what the quarrel was all about. Sherman tells how the miles between Santa Ana and Newport were measured, viz. by means of a rag tied to one of the spokes of a buggy, the revolutions of same being counted by H. G. Forgy.

The Sherman History account follows:

"It was intended to build a railway to Santa Ana concurrently with the Newport pier construction, and grading on the roadbed began in 1887. For some reason the work was delayed and was not resumed until 1891. To get an idea of the materials needed, James McFadden induced H. G. Forgy to drive to Santa Ana with him in a buggy, which had a rag tied to a wheel spoke. While the railway builder drove the horse, Forgy counted the wheel revolutions. The railroad was first built as far as Harper, now known as Costa Mesa. Four small flat cars, each sixteen feet in length, were brought from San Diego by boat. Ties and rails unloaded from ships at the pier were carried to the rail head on these cars, which were drawn by horses.

"Although the railway was not completed for several years after the pier was in commission, handling of lumber was not interrupted. The McFaddens built the first county road from Santa Ana, and lumber via the ox-team route still went inland. Even before the wharf was built some timber had been taken ashore through the surf at Newport, and the first bridge over the Santa Ana River at The Arches was built for the teams which carried lumber to the back country. The remainder of the railway to Santa Ana was built under



a contract awarded to Joseph Bright and Company, of San Bernardino.

"The first train was run on January 12, 1892. The McFaddens operated locally under two different names; those of the Newport Wharf and Lumber Company, and the Santa Ana and Newport Railroad. The two brothers, James and Robert, were equal partners with the older brother, James, caring for the promotion end of the work, and Robert to the operation of the enterprises.

"The first agent for the new railway at Santa Ana was J. S. Smiley. There was neither a desk nor a chair in the office, and while the McFaddens made no charge for riding on their road, Smiley charged passengers twenty-five cents a head for a time to get funds to buy a chair. Smiley remained as agent until 1894, when he was replaced by L. S. Wilkinson. In 1899, after the Southern Pacific had purchased the railway, Wilkinson was made Newport agent of that company. Until his death in 1931, Laurence Wilkinson remained one of the most prominent and respected citizens of the Newport section.

#### S. P. BUYS RAILROAD

"After the McFaddens had operated their railroad for six years or so, the question of maintenance and replacements became a serious one. This condition of affairs placed the owners in a receptive mood for an offer on their property. Owing to his feud with the Southern Pacific Company, James McFadden would never have sold knowingly to that concern, but he was euchred into doing this very thing. In 1898, Colonel W. H. Holabird, who later became a most valuable agent of the Harriman interests, approached McFadden and told him he was representing J. Ross Clark.

"Colonel Holabird told McFadden that Clark, who owned the beet-sugar factory at Los Alamitos, was being held up by the Southern Pacific on his freight rates. Therefore, the sugar man wished to buy the Santa Ana-Newport railway, with the view of extending the Smeltzer branch to Los Alamitos. He would then be connected with both tidewater and the Santa Fe, and could bring the Southern Pacific to terms.

"The story told by Colonel Holabird sounded very plausible to James McFadden. In fact, the proposed sale appeared an opportunity to strike a blow at his old



(Upper) — Old Newport Pier built by the McFaddens in 1902 when the railroad ran to the wharf to take off lumber from the ships waiting off-shore (center) to unload; (lower) — Newport Ocean Front in early days with Sharps Hotel in right background.



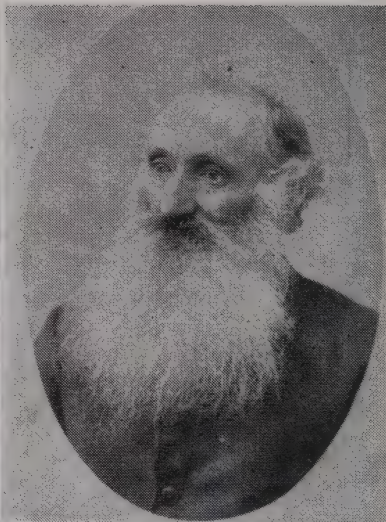


(Upper left) — John P. Greeley, first Orange County school superintendent, an early city trustee, one of founders of Balboa and a leader in harbor development; (upper right) — H. Ross Greeley, who came here with father when a boy and later a Balboa realtor; (lower) — Balboa Pavilion, built by "J. P." and others in early 1900's, and, today, still one of the show places of the district.





(Upper) — Newport Beach's first city hall on Ocean Front, just east of Newport pier, since destroyed. Originally a church, then a school house. The 1905 inscription was painted in later under the impression that was the year of incorporation, which was 1906; (lower) — row of homes built along Board walk abutting Newport's ocean beach.



(Upper left) — Mr. and Mrs. John Sharps, who came here long before the city was incorporated. Photo was taken on their 50th wedding anniversary in 1926; (upper right) — Horace Salter, father of Mrs. Sharps, who came here in 1880's from New York around "The Horn." Mr. Salter conducted the city's horse corral, (center); The May Apartments (below) was built in 1913 by Mr. Sharps and is located just below McFadden Place, Newport.



enemy — the Southern Pacific. McFadden had always been on very friendly terms with the Santa Fe, however, and before making a deal he consulted the officials of that road, offering them the prior right to purchase.

"The Newport line was an important feeder for the Santa Fe, and had the McFaddens contemplated abandoning their road there is no doubt but what the larger railway would have taken it over. As it was the Santa Fe officials also appreciated the need for immediate improvements on the roadbed, and it appeared good business to them to let Clark spend the money required for such work, while their line continued to receive full benefit from shipments over the Newport Pier. Accordingly, they told McFadden to sell to Clark by all means.

"In reaching out for railway business the McFaddens built a branch of their road to Smeltzer to handle the celery crop there. By doing this they gained 2,000 cars annually of transcontinental haul. The chief freight items on the railroad were outgoing barley and incoming lumber. The latter item constituted the backbone of a commerce which reached considerable proportions.

"The McFaddens sold their railway and pier in January, 1899, and six months later it was turned over to the Southern Pacific Company by Clark, who probably had acted as agent for that concern throughout the entire transaction.

## McFADDENS SELL THEIR LAND

"Disgusted with the manner in which they had been tricked into selling out to the S. P. the McFaddens decided to withdraw from Newport, and sold their land holdings to a former realtor from Riverside, W. S. Collins. The purchaser of the McFadden lands had been a summer visitor in Newport since 1899, and was associated for a time with a man named Hanson. It was at this stage of affairs, about 1903, that James McFadden's friendship with Senator Perkins, formerly of the firm of Goodall and Perkins, stood him in good stead. In transferring title in the approximately 1,000 acres of swamp and overflow lands to Collins, a technical flaw appeared. It seems there was a question as to how much the McFadden lands were swamp and overflow, and how much tidelands, none of the property having been acquired under the latter designation. Senator Perkins came to the aid of James McFadden and his brother, and had a bill put through Congress which perfected their title."

## AS TO THE BUGGY RIDE

Fred Forgy, a practicing attorney in Santa Ana, on being questioned in January, 1956, says it was his grandfather who made the buggy trip and checked the mileage via revolutions of a rag tied to the spokes; that the road came down Newport Avenue instead of Fairview (now Harbor). One account stated at was Mr. Rutan who counted the revolutions. Mr. Forgy writes:

"It was neither Rutan or my father who rode with Jim McFadden but it was my grandfather, H. G. Forgy. Uncle Jim drove the rig, with a white rag tied to a spoke. My grandfather counted the number of revolutions of the wheel and by such a survey the Southern Pacific put its line down Newport Road rather than through Fairview.

"Incidentally my grandfather got pretty dizzy counting the revolutions of the rag."

It must be remembered that the S. P. got the railroad from Mr. McFadden and that it was McFadden and not the S. P. who built the line, as stated by Mr. Forgy. Many of us recall that the railroad came through Costa Mesa and down a draw, where the divided highway now is, and thus onto the trestle to the Newport pier. This trestle was removed in June, 1923.

## McFADDEN BROTHERS' OWN DATA

So many versions of the operations of the McFadden Brothers have been printed that it would not be amiss to re-publish the accurate views as written by Robert J. McFadden, Jr., son of Robert McFadden, in 1931 for the Historical Society of Orange County:

"In 1856-68 Rancho Santiago de Santa Ana was an estate in the process of court settlement. The Spanish heirs owned an undivided interest in the acreage and James McFadden who had come down from San Francisco, purchased the interest of one of the heirs. The Flint, Bixby and Irvine interests who owned the Rancho San Joaquin, got a strip  $\frac{3}{4}$  of a mile wide along the edge of their ranch, this being the land now bounded approximately by Newport Road and Red Hill Ave. The Bannings of Wilmington got the tract next to the ocean between the San Joaquin line and the Santa Ana River. Don Eduardo Pollerino got the next strip north, now the Paulerino and Fairview district, this afterwards being acquired by Gabriel Allen. Next north came James McFadden, about 4,000 acres, extending from the San Joaquin line west to the river south of the Delhi road and taking in most of the present Greenville district. North of this came the Cozad tract on which the residence of James McFadden in later years was located. This tract contained about 1800 acres. It was later acquired by James and Robert McFadden.

"During the years between 1870-73 when James McFadden returned to California from the east with his family, a start was made at farming on some of the land not sold. Various crops were tried such as barley, mustard and pumpkins but the staple crop seems to have been corn. Loose stock was a constant menace and hardly a day passed without mention of either driving off bands of horses, hogs or hunts for strays. Meat seems to have been little in demand as it is of record that it took Mr. John Cubbon (father of Elmer, whose daughters Hazel and Catherine married \*Roy Greenleaf and \*John Siegel) three days to get rid of a load of beef.

"The trouble with wandering stock finally forced the conclusion that it would be necessary to fence the

\* (Greenleaf is president of Costa Mesa Savings and Loan Association and Siegel was former assistant city engineer here and now a realtor and sub-divider in Tustin.)



land to make a success of farming and in 1873 Robert McFadden went to San Francisco to meet his brother James and see if they could not get lumber for fences shipped direct to Newport. They found this possible and had the lumber shipped but before they could get it onto the land it was nearly all sold to settlers who needed it for buildings on their newly bought lands. Consequently it was necessary to have more lumber shipped and in a short time the McFadden brothers were engaged in the lumber business and John came down in 1874 to help run it.

“A steamer, ‘The Newport’, was built on special lines to enable her to cross the bar at the mouth of the bay, and from this time on until 1878, when the steamer was sold, the three brothers conducted the lumber and shipping business together. At the end of that period John McFadden went east on a visit and then bought into the hardware business in Santa Ana. James McFadden devoted his time to the ranch for awhile, and Robert McFadden continued in charge of the lumber and shipping business at Newport Landing.”

#### NO BANKS IN SANTA ANA

Through the kindness of Mrs. Edwin McFadden, who has an absorbing volume on early county history compiled in 1931, it develops that the McFaddens had to do their banking in Anaheim as Santa Ana had no banks, one of the brothers driving in every few days. The 1931 book presents a fourth brother, Archie, who came to Orange County in 1875.

Archie liked to farm and in 1889 he went into partnership with John Cubbon on the San Joaquin Rancho, raising grain which they hauled to Newport to ship to northern markets. Another most interesting aspect of the operations of the McFadden Brothers is the discovery of an old newspaper clipping from the San Francisco Call of May 24, 1902, as follows:

## **NEWPORT BEACH PASSES INTO SYNDICATE HANDS**

**Corporation Purchases and Will  
at once improve the Seaside  
Resort**

SANTA ANA, May 23—One of the most important real estate deals in the history of Orange County was consummated today when Newport Beach, the foremost seaside resort of this section, passed from the hands of the Newport Wharf and Lumber Company to a syndicate of Los Angeles, San Francisco, New York and Riverside capitalists, who will take immediate possession of the property and expend large sums in its further development.

The transfer includes the hotel, warehouses, cottages and all holdings of the Newport Wharf and Lumber Company at the Beach, covering the 880 acres of land of the resort, which is protected by a United States patent. Men and teams will be put to work at once grading the streets of the town, new cottages will be erected and a gas and electric plant and water works are among the improvements contemplated.

What is puzzling to researchers is which group of men took over and whether the Collins, the Greeley-Richardson-Louis group or other developers were part of the syndicate. No doubt it was the McFaddens who sold the Newport townsite and the question arises as to whether this was part of the 5,000 acres that they relinquished when it was found they had been tricked into selling their railroad to the Southern Pacific.

# *Chapter the Third*

## COLORFUL INCORPORATION

George T. Peabody was one of the most picturesque individuals in the great southwest. He was not only, to a considerable extent, responsible for the incorporation of the City of Newport Beach September 1, 1906, but had a direct bearing less than twenty years later for bringing Harry Welch, credited with the later rapid development of the city and harbor, and Sam Meyer, publisher of the Newport News, (1921-1946) both from the Salt River Valley of Arizona to this magnificent seaside resort of today.

George's father, Henry A. Peabody, conducted a grocery on the ocean front on the site of the old Barker Building off 23rd street, Newport, in the early 1900's and here young George grew to manhood. Ever an aggressive, observant and argumentative guy, he believed that the Newport-Balboa area could rock along on its own sea-legs, rather than take dictation from the county seat. So he began "plugging" for a town. He had the support of a number of other irrepressibles like J. P. Greeley, Lew Wallace, Alfred Hermes, Laurence Wilkinson, John Sharps, John Struckenbruck, Joe Ferguson, W. S. Collins, the Wilson Brothers, the McFaddens, and many others.

Prior to 1906 two petitions were circulated to get the town going and to ask the county supervisors to call an election, but enough names could not be drummed up to meet the requirements and it was not until June or July 1906, that Mr. Hermes tried a third time, got the required number of signatures and the supervisors called the election which carried by a vote of 42 to 12.

The first board of trustees consisted of John King, courtesy mayor; C. L. Lancaster, George T. Peabody, A. A. Lester and A. N. Smith. The trustees named L. S. Wilkinson city clerk; J. S. Sharps, city treasurer; J. W. Struckenbruck, marshal; Clyde Bishop, city attorney; and H. A. Peabody, recorder. Sharps resigned a few weeks later to take care of his business interests, and



Joseph Ferguson got the job of handling the limited funds of the new city.

The first meeting of the new city dads was held in the Southern Pacific station on the Newport pier, because the city clerk was agent for the railroad and it was the most convenient spot for a meeting as the town was centered around the wharf and houses and small stores strung out two or three blocks down the strand to the north and west. Toward the east were interminable stretches of sand and ocean, nearly three miles of it, until East Newport and Balboa were sighted. Later a store room in a building at the corner of 15th street and Central Avenue (now Balboa Boulevard) was offered rent-free and accepted. This thank-you city hall lasted only until May of 1907, after which a rental of \$25.00 per month was charged.

It was painfully evident to this hard-bitten bunch of city officials that 25 simoleons was too much to pay for a meeting place and Lew H. Wallace, one of the town's most active and forceful business men, came up with an offer to let 'em gather in the rear of his newly organized State Bank of Newport for \$10 a month. But when he tried to raise the ante a few months later to \$15, they squinted down their noses at the raise and took a room on the Ocean Front in another small building.

The state bank was organized with a capital of \$12,500. Previously, W. S. Collins, who had built the building about 1904 and rented it to the bank, had started the development of Balboa Island. He, with others, including the McFaddens and the Wilsons, had constructed the hotel and bath house at 23rd and Ocean Front, which was quite a show place in those days.

### THE PARKINSON STORY

Then enter W. K. Parkinson, oil millionaire, but before that a small grocer of Los Angeles and an S. P. conductor. "Park," as he was affectionately known by his friends, was elected to the town board in 1912-14. Interwoven in his history is a chapter in the life of George Peabody, the establishment of Lido Isle and the legally stolen Parkinson fortune from his widow, Caroline (Carrie) Parkinson.

Parkinson had a little summer home about a block

east of the old city hall on the Newport sea front. He came to the beach about 1904-05 and soon became active in local politics, being elected to the town board for two terms.

How he became an oil tycoon is as thrilling a tale of a double-cross as one cares to hear. Parkinson in his earlier years was a railroader. In 1911, a brakeman whom he had known in those days came to him and said if he would grubstake him to the cheap government land around Maricopa he, the brakeman, would homestead same. "Park" agreed if the "brakey" would put half of the 160 in his, "Parks" name, preferably the half on which there was a cabin and a stream of spring water.

This was O. K. but the railroad man wanted that little house and water to use while he was doing his necessary allotment work, so he switched deeds, and, of course, Parkinson never knew the difference, until—

There had been considerable prospecting for oil in the Bakersfield and Maricopa areas since 1908 and one or two holes had produced the black stuff. This kept up, until in 1914, what was called Lakeview gusher No. 1 blew in with a capacity of 5,000 barrels, and, of all places, on the 80 acres the brakeman had "switched" to Parkinson! And in passing, sad to relate, the railroader never found ANY oil on his 80!

One well followed another and Parkinson's fortune began piling toward a million. He and Peabody had long been friends and what better than to hire George to handle his holdings and run his affairs!

In June, 1923, Parkinson bought the land that is now the fabulous Lido Isle from the Pacific Electric Land Co. They had gained title under the swamp and overflow act. What the Pacific Electric paid for the piece is not known, but old-timers claim that this submerged island was "thrown in" when the P. E. was given a stretch of terrain from old Newport to Balboa if they would put in a rail line. At any rate Parkinson bought the acreage for \$45,000. Lew Wallace of Newport and Tom Talbert of Huntington Beach put in a small amount which Parkinson secured later to give him full ownership.

These plans, under the direction of Peabody, were to dredge material and fill the island which was done to a height of 11 feet above mean low tide. The job of dredging cost \$261,000. The Parkinson idea was to develop the

tract into a commercial entity of business houses, docks, wharves, etc. "Park's" failing health slowed him down, yet when he was offered \$750,000 in 1926 for his island, he rejected it. The following year, October 1927, he passed away.

Parkinson's vast fortune was left almost entirely to his widow, Caroline Parkinson, who had spent most of her later years in the Parkinson palatial home in Glendale. Never much concerned about business affairs, it was not strange that this wealth was filched from her by a fortune-seeking Los Angeles attorney. The attorney was later disbarred.

Lido Isle had a checkered career, almost as spectacular as Balboa Island, both facing ruin as residential bonanzas time and again. When Parkinson refused three-quarters of a million cash, he took what he believed was a better deal when he entered into an agreement with William Clark Crittenden, a San Francisco promotor, to sell Crittenden the Island for \$1,250,000. The down payment was \$50,000 and it is doubtful if any more money changed hands. Crittenden contracted with a group headed by John P. Elsbach to sub-divide and sell the land.

Before the sale Parkinson had been working, through Peabody and Harry Welch, who had been relieved as secretary of the Orange County Harbor Chamber of Commerce, when it was dissolved, to secure a permit from the United States Army Engineers to revamp the harbor lines and build a bridge connecting the Isle with the main-land approach. This permit came through in March, 1928, and cleared the way to develop the 114 acres and make the sale to Crittenden possible. This was achieved by Elsbach in April of the same year. The bridge was speedily constructed and in July, '28, the formal opening of the Island was accomplished with the usual real estate fanfare.

Harry Welch and David Miller were sales managers. Now a word as to how Welch happened to get into the real estate business. Old timers will recall that Welch was brought here from Phoenix, Arizona, a few years earlier through the efforts of Mr. Peabody. Welch, who had been a most successful secretary of the Phoenix Chamber, and a man of considerable enterprise and resourcefulness, had been serving as Secretary of the



Orange County Harbor Chamber of Commerce which had sponsored a bond issue to get additional funds from the county to aid in developing the harbor. This bond issue was defeated and the Orange County Harbor Chamber of Commerce went out of existence, thus leaving this very capable executive free to engage in the real estate business.

Immediately following the dissolution of the Orange County Harbor Chamber of Commerce a movement was started by Dr. Ferry, President of the Bank of Balboa, to consolidate the Newport Beach Chamber of Commerce and the Balboa Chamber of Commerce into one body. This movement was successful and certain of the directors of the two organizations desired to secure the services of Harry Welch as secretary. Heading this movement were Lew Wallace, J. P. Greeley, Joe Beek and Al Rousselle but Dr. Ferry insisted on the selection of an old friend of his, George MacLeod, in whom he had great confidence. MacLeod was elected and served until 1935 when he went to a job at Ventura and friends of Harry Welch prevailed upon him to return to the job of Commerce Secretary in which capacity he served until 1950.

It must be remembered that the city fathers paid the expenses of the Orange County Harbor Chamber of Commerce and looked kindly upon the Newport Beach Chamber of Commerce, while the Balboa Chamber of Commerce was supported by its membership. With the dissolution of the Orange County Harbor Chamber the city supported the Newport Harbor Chamber of Commerce from its advertising fund, a practice which continued until 1954.

Welch took up real estate, opening an office in Los Angeles and through his old friend, Peabody, came into the Lido Isle picture. However, Lido Isle sales dragged, even though inside lots were listed at \$450 and bay front segments at \$1,000 to \$1,200, plus the bonds, which doubled the purchase amounts. Sales were mighty slow, but nevertheless in December of '28, the Title Insurance & Trust Co. of Los Angeles presented a petition to improve, etc., to the city council, these improvements to cost a total of \$900,000.

In the councilmanic upset that year Dr. Herman Hilmer, Marcus Johnson and Paul Ellsworth were elect-

ed, while J. A. Gant won as treasurer and Alfred Smith as clerk. When the Lido petition came to the new council, Dr. Hilmer, who was appointed mayor, felt that the council should "go slow" on the matter as it might obligate the city to pay for the improvements. These improvements were to consist of paved streets and curbs; and light, gas and water utilities to be placed underground. After much bickering and arguments the matter was approved and let to bid.

Griffith Co. of Los Angeles was low bidder, the work to be done under the supervision of the newly appointed city engineer, R. L. Patterson, who succeeded Paul Kressley of Los Angeles. The latter had been in charge of city projects for a number of years, handling them on a percentage fee, while the new engineering office was placed on a salary basis. The forebodings of Mayor Hilmer to "go slow" proved to be correct because the assessments against the lots were too difficult to overcome.

Griffith Co., Los Angeles, finally was awarded the contract to put in the utilities in January, 1930, for \$1,170,950.58 After the work was completed and the sales campaign came into being it was found that when insufficient lot sales did not result in sufficient assessment payments, Griffith Co. acquired the project for \$1,200,000.

Griffith Co. took over the Lido sales department when Paul A. Palmer was installed as sales manager in April, 1935.

While this meant that the title company lost possession of the Island it presumably had made an agreement with Griffith Co. to retain 100 lots, the subsequent sale of which recompensated them, in part, it was said, for their expenditures. It is not recorded what Mrs. Parkinson received, if anything, as she died a poor woman. It would be exceedingly interesting to learn who maneuvered her out of the Parkinson estate said to have been worth more than a million dollars!

## BAY NAME CONTROVERSY

Because Mr. Louis, president of the Balboa Land Co. and later consolidated into the Newport Bay Investment Co., persisted in calling Newport Bay, Balboa Bay, it aroused the enmity of Lew H. Wallace, ever an ardent harbor booster, W. W. Wilson, John King and others. Mr. Louis was notified that Balboa Bay was not on the official government map; yet from that day to this many people have still contended that the correct title is Balboa Bay.

## ROSS GREELEY'S EARLY DAYS

In discussing pioneer days, Ross Greeley said his dad, in the early nineties used to drive from Santa Ana to Newport, stopping at Fairview Hot Springs to water and feed his horses. "J. P" was county superintendent of schools for 17 years after the County of Orange seceded from Los Angeles county in 1884. Ross would accompany his father and other folks not only on all-day picnics but to watch unloading of lumber at the Newport pier, where Ross was wont to fish as a boy of 8 or 9.

The Santa Ana River at that time followed a course along where the coast highway, Balboa Coves and the Lido Island bridge are now situated. It meandered down to the north of what is now Lido Isle past Bay Island thence over to the south-west corner of Balboa Island. At times of heavy rains and floods, as in the great flood of 1918, it overflowed the present city hall site, the area now known as Newport Island and all of what later became Lido Isle. The Orange County bond issue of 1919 in the sum of \$550,000 provided for a dam at Bitter Point to keep the river out of Newport Bay. This dam, which is now evidenced by a slight rise in the highway, was built while jetties were provided at the point where the river enters the ocean. These relatively unimportant features of that bond issue, have been of great value to the harbor by keeping out the silt and general debris which come down the river in times of flood.

The Balboa Pavilion, built in 1904 by the Newport Bay Investment Co., with George Preble as contractor, was located at the foot of Main street on the bay. It was



then and is today one of the show places of the community, its tower being seen for miles.

A permit to build the Pavilion was secured from the United States War department in 1904 from Secretary of War Weeks and 210 feet of water frontage was deeded to the Newport Bay Investment Co.

To reach Balboa one either had to come by boat from Newport or fight the sandy road. So "J. P.", who managed the corporation's interests, made a deal with Collis P. Huntington, head of the Southern Pacific in California and the Pacific Electric, a subsidiary of the S. P., to run his cars down the peninsula. The consideration was said to be a 100-foot right of way from 9th. street to Fifteenth street, of land that now comprises Bay Avenue and Balboa Boulevard, plus a piece of mud flat in the bay, considered of little value. This mud flat was later filled and became known as Lido Isle.

The first train to run to Balboa was July 4, 1905, and a mammoth barbecue was held in the two - story frame Balboa Hotel, adjoining the Pavilion, since gone. Everett Chace, who operates the "Little Yellow Houses" and who came here in 1903, says that some 80 passenger cars filled with people, and hauled by steam engines, came to the opening. They were mostly from Pasadena, which was then celebrating its yearly Pasadena Day, and more than 1,000 people attended. Enough lots were sold then to pay off every stockholder the amount invested in Newport Bay Investment Company.

An amusing story is told by Ross Greeley of how his father persuaded Mr. Louis, a Los Angeles financier, to become interested in Balboa. "J. P." had sold Mr. Louis an interest in the Investment Co., "sight unseen," and finally inveigled him to come down. He was met at Newport and the two boarded a skiff and began rowing down the bay. When close to where Lido Isle is located the boat went aground. Mr. Louis asked him where the property was. Mr. Greeley pointed eastward to the strip of sand dunes.

"My heavens; is that the stuff I sank my money in!" exclaimed Louis.

"Of course," came back the nimble-witted Greeley, "it will look better when we start improving it."

The Pavilion was sold about 1947 to Paul Lorentzen, who came here from Bakersfield to operate a fishing boat, but it was repossessed and then sold to Roy Gronskey, who spent thousands of dollars to remodel. It is still operated today by the senior Gronskey and his son, Arthur.

## STREET IMPROVEMENTS

An expensive problem in the surfacing of streets confronts those who develop residential subdivisions on sand areas. Inland, a roughly-graded road may serve the early needs of an embryonic home community, but in a beach town streets must be surfaced with earth, or a more expensive material, before they can sustain traffic of any nature. In the early development of the Newport section it was an easy matter to bring earth down the bluffs to the north. At Balboa, the haul was two miles longer and there was no roadway over which it could be made. Consequently, the first earth and gravel placed on the streets in that area was brought across the bay on barges. Lighters built for the purpose are still doing duty at the Balboa Pavilion as landing floats.

In East Newport, earth was hauled in via Newport, which necessitated building a mile of road over which to transport the material. John Sharps, who was engaged in a general teaming business at the time, performed all sand levelling and street surfacing for the East Newport Town Company. The owners of ocean front property in East Newport owe a debt to the memory of John Sharps for the extra wide beach there. W. W. Wilson, who developed East Newport, commissioned Sharps to determine where the ocean front boundary should be. The latter had a greater respect for the forces of Neptune's realm than others who were to follow him, and he gave the ocean ample room when he located the property lines.

Gradually the streets of the city became available for motor traffic, and a dirt road highway was constructed from Newport to Balboa, first on one side of the Pacific Electric right of way, and then on both sides as far as East Newport.

The next major improvement project was that of paving almost the entire sand spit area. On May 18, 1922,

a contract for this work was awarded to the Independent Asphalt Paving Company of Seattle. The plans called for paving a twenty-foot strip on either side of the Pacific Electric right of way as far east as Alvarado Street, and for paving the Bay Front between Main and B streets. Property owners on the Bay Front considered a paved road there would damage their holding rather than improve them but their protest was over-ruled.

Consequently, one of the aggrieved property owners employed an attorney to examine the proceedings in connection with the work, and he discovered the city had an easement only over five of the twenty feet it was proposed to pave along the Pacific Electric right of way. According to the state law, easements cannot be improved under such proceedings, so the contractor refused the award.

As a result of the situation new proceedings were instituted with the Bay Front pavement omitted, and the Central Avenue roadways cut down to fifteen feet in width. Negotiations were undertaken to procure from the Pacific Electric Company title to the two five-foot strips, but they could not be completed in time to include them under the proceedings. New bids were called and a contract was awarded to the California Construction Company, in October, 1922, for \$437,025.69, including incidental expenses.

Title to the two five-foot strips was secured shortly afterwards and a contract was let to the California Construction Company, in March, 1923, to pave these additions to the roadway at a cost of \$71,873.54.

### THE LITTLE YELLOW HOUSES

In meanderings around Balboa seeking data on Newport Beach's history, one encounters strange tales and people. Sitting in an old, rocking chair in his office at 400 East Balboa Boulevard, reliving his 85 years of memories, Everett Chace tells of events of the last half century that are worthy of anyone's time to hear.

When he came here in 1903 there was only one shack at Balboa owned by Herbert Goudge, who resided next to him on five acres. Chace bought 8 old tent houses from Mrs. Harry Burns for \$85. Five were 10x12 feet and 3 were 10x20. Chace moved them down next to the Bal-



boa Hotel, a two-story frame place adjoining the Balboa Pavilion. In order to attract patrons on week-ends he put green and red flags around the bay, and on the small boats chugging around the waters he put piles of red and green powder every two weeks. Quite a forensic nightly display!

Chace would take the Pacific Electric from Los Angeles to Huntington Beach, then walk along the Southern Pacific tracks to Newport. From there he would take a skiff and row to Balboa. He did this almost daily until the P. E. laid its track to Balboa. He bought five acres on the "Point" (Balboa Peninsula) for \$17,500, then sold it ten years later for \$60,000. It comprised 20 lots. A few years later he built his "Little Yellow Houses" on their present location, where their summer and week-end rentals have made Everett Chace independent.

His pleasant and loving better half, Lorayne Chace, takes care of the details of his many rentals and recalls with him, when the first P. E. cars came July 4th, 1905, to a mammoth barbecue at Balboa. An S. P. steam engine pulled the picnickers, mostly from Pasadena, some 80 carloads invading the Balboa shore lines.

### NEWPORT'S BARKER BLOCK

Probably one of the oldest buildings standing today in Newport Beach is the two-story Barker Block on the Ocean Front just off 23rd. street, and at least its founders and occupants had as stirring a history as did other parts of the city. On its site reposed a small frame building housing a grocery store operated by Conrad Crookshank, father of A. J. Crookshank, for years president of the First National Bank of Santa Ana.

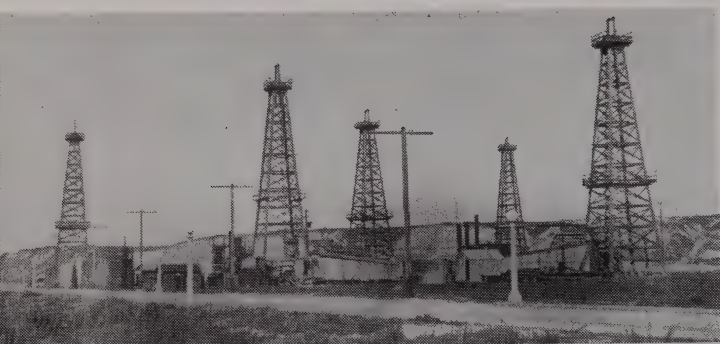
Henry A. Peabody, who ran the old Santa Ana Blade, which he relinquished when President Cleveland appointed him postmaster at the county seat in 1889, later came to Newport and bought the grocery from the senior Crookshank. Peabody's son, George, helped in the enterprise. Among his duties was to deliver ice in a small wagon to customers in the vicinity. This ice came in from Santa Ana on the railroad and was unloaded on the Newport pier where the freight and passenger depot was located.

The Newport Postoffice was installed in the store and H. A. Peabody was the Post Master. A few years



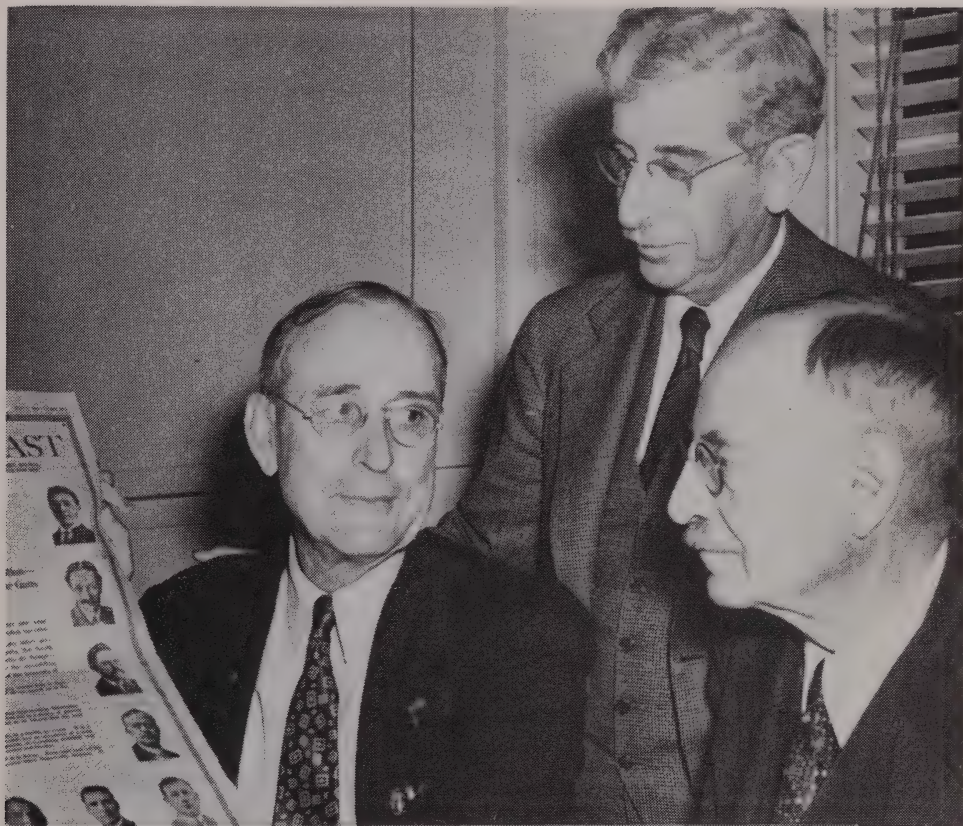
(Top) — Delegation of Harbor Workers Speeding Francis Cuttle, Riverside Executive, at San Bernardino Depot on his way to Washington in 1923 to plead for Harbor Improvements. Left to right: Mr. Cuttle, George T. Peabody, C. C. Chapman, Fullerton; Harry Welch and Col. Chas. T. Leeds, consulting engineer. (Lower) — Outlet of Santa Ana River before stream was diverted from Bay to prevent silt filling waterway.



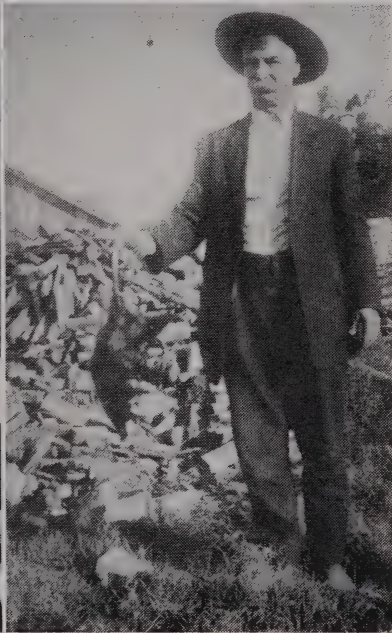


(Upper) — These wells were erected in 1926 in West Newport, when outcroppings of asphalt oil appeared. However, the petroleum was found too heavy to flow, despite efforts to do so by steam; (center) — old pool at 36th street, West Newport, and (lower) Pool was filled by Al Sparkes dredger, and since converted into children's playgrounds.





(Upper) — Trio who took leading roles in Harbor efforts: left, Lew H. Wallace, A. B. Rousselle, Hon Phil Stanton, state legislator; (lower) Loyal Harbor Advocates: r to l: U.S. Senator Samuel Shortridge of California; Edward McFadden, son of early founder and member second harbor commission; General Lansing H. Beach, former chief of U. S. Army Engineers.



(Top) — Lawrence S. Wilkinson, one of first councilmen, first city clerk and initial Southern Pacific agent; (lower left) — Mrs. Sherman (Mary) Babb, who helped operate vanished town of Fairview and recently observed 93rd birthday; Sherman Babb, cowpuncher, who was town overseer at Fairview Hot Springs, coming here about 1893.



later the grocery burned to the ground and on its site the Barker block was erected by Ed Barker, brother-in-law of George Peabody. As business manager of W. K. Parkinson, Peabody secured a loan from him to erect the first brick building in the town. Later Barker, who for a time was superintendent of streets, moved to Ventura where he went into the mortuary business.

Henry Sterling Peabody, George's brother, went to the Phillippines and established a plantation on the Island of Mindano, Prov. of Davao. He served in the Spanish-American War of 1898. George joined his brother in 1902 and again in 1937, where he remained until the outbreak of the second World War. When the Japs invaded the Philippines early in 1942 George sought to escape in a sailing vessel the "Vinta," but a native betrayed him and he was sent to a concentration camp and a short time later was beheaded along with other prisoners. His brother, Henry, was later captured and elected to starve to death in camp with a few other prisoners, in order to leave food for some of the younger women and children.

Mrs. Blanche Peabody, George's widow, now living in South Pasadena, tried for years to ascertain the whereabouts of her husband, and finally through the help of the then congressman, Richard M. Nixon, learned of his tragic end and that the plantation and its crop of hemp and coconuts had been willed to her.

The Barker block today contains a hotel on its upper floor and union headquarters occupy the ground floor.



# *Chapter the Fourth*

## THE CHURCHES

Nearly 75 years ago Protestantism, God-Fearing and militant, raised its hesitant shield in a wild and rampant beach territory. In 1884 W. C. Tarr held services in a dance hall.

But it wasn't until nearly thirty years later that the Methodists, who had always kept struggling, finally persuaded John Gabrielson, then a student just out of religious college, to come here. Mr. Gabrielson was urged to come to Newport Beach and found a church by Dr. Alfred Inwood, superintendent of the San Diego district of the M. E. Church.

Here is the partial history of Christ Church by the Sea, as revealed on the occasion of its fortieth anniversary, when Thomas R. Pendell was the pastor:

"Mr. Gabrielson arrived late in March, 1912, armed with a Bible and a long list of names given him by Dr. Inwood, of Newport people who had requested that a Methodist minister be sent to them. He set to work contacting them.

"Dr. Tarr in 1884 held services in the McFadden Brothers Dance Pavilion at 22nd Street, Newport. Mrs. Ethel Crego, a present resident of the community tells of attending this church as a girl where her mother, Mrs. John Sharps was a leading member. When the student pastors came down from U.S.C. it was at Sharps' hotel they received room and board, thus allowing the full offering, small as it must have been, to go to the student. Because Mrs. Sharps was busy at the hotel and as it was necessary to clean up the dance hall from the night before, services could not be held until after Sunday dinner when the piano was carried over from the hotel. It was returned after the evening service.

"In the report of the 'president elder' of the San Diego District in the 1901 Journal it says, 'Unexpected business changes at Newport Beach depopulated the place, thus cutting off the support of the pastor, Brother A. N. Fields, who was excused from the work by Bishop Hamilton. During the summer months Bro. Harold Vann, a student at the university, has been caring for the few people remaining, and the visitors that frequent the beach.'

"What happened, we do not know. Nothing more is said

beyond 8 members reported in 1903. By 1904 it had faded out of the Methodist Journal.

### EARLY EFFORTS DIFFICULT

"When John Gabrielson arrived that spring of 1912 even the Baptists had given up. He conducted his first services in their building. Thirteen persons were present the first Sunday. Attendance doubled the following week. It was on August 11th that the congregation formally organized as a church with thirteen charter members: Mrs. Helen Smith; Mr. and Mrs. G. B. Kennard; Mrs. Belle Smith; Mr. and Mrs. R. Pointon; Mr. and Mrs. C. H. Wallace; Mr. and Mrs. Jonathan Harmon; Mrs. Lindenberger; Mr. and Mrs. Robinson, and a short time later, Mr. and Mrs. S. Baker.

"That fall Mr. Gabrielson was received into the Annual Conference and duly appointed by Bishop Shepard to Newport Beach. After Conference plans were made to secure the church building that had been built for the Union Church and then turned over to the Baptists for their use. The Baptist Missionary Society asked \$700, pointing out that though it had not cost them anything they had spent missionary money in Newport and felt they were entitled to some returns. The congregation unanimously agreed that they would not re-buy a building they themselves had built. Notice soon came to vacate.

"Through the efforts of City Recorder Wallace, permission was secured to hold services in the council chamber of the old school at Ocean Front and 20th Street which had just been remodeled into a city hall. The jail was directly below the preacher. Sometimes on Sunday nights the prisoners became rather noisy. One night the congregation heard a terrible rattling of bars beneath, then some one shouting, 'Shut up! Shut up!'

"Meanwhile, the first religious work of which we have record in Balboa started the summer season of 1912 when the United Presbyterians conducted a Sunday School in the Balboa Theatre. It was inconvenient for them and they suggested that the Methodists take over the following summer. It fell to the Bible Institute of Los Angeles, however, to build what was to become known as the Balboa Chapel. During the pastorate of L. O. Bostwick in Newport the Bible Institute sold out their interests to the Methodist Church for \$2,100 and beginning in 1920 the pastors in Newport held regular weekly services in Balboa as well.

"The two congregations, however, did not always see eye to eye and on one occasion charged that one or the other was securing more than their share of the pastor's attention. The result was that in 1928 the charge was divided and a pastor appointed for each congregation. Their total membership, however, in 1930, was still but ninety members."

### FIRST REAL JOINT CAMPAIGN

In order to try and settle the unsatisfactory situation existing between both ends of town, Dr. James A. Geisinger, long a Newport summer resident, and just ap-

pointed district superintendent, decided to remedy conditions and build a central church. With that thought in mind he picked Russell C. Stroup, a young and active pastor, to come here, unite the two churches and spearhead the drive.

Stroup was an earnest and aggressive young man and his persistence won, especially when an offer was received to sell nine lots at today's present location, and the purchase was made. The church's narrative here continues:

"In March 1931 disaster struck when the church at Newport together with the parsonage burned to the ground. The congregation moved from 'dance hall to store room' until they found temporary sanctuary in the home of Mr. and Mrs. S. A. Stowell in the 2700 block on Ocean Front. In the meantime a great disaster fell. The financial depression closed the local banks and undercut the even limited resources of the congregation. Action was imperative. In spite of economic disaster the church held a 'Victory Dinner' and pledged seven thousand dollars to be paid over a three-year period. Out of town gifts lifted it to nine thousand. Banks were closed, but A. B. Stevens of Pasadena made a loan on the pledges and in the fall of 1932 the contract was let for the first unit now known as Goodell Hall at a cost of around \$11,000. The building was dedicated on New Year's Day, 1933, by Bishop Charles Mitchell.

"The new location was not without problems, however. One was that of transportation. On Easter 1934, boat service, the first innovation of its kind ever tried, began each Sunday morning with a regular schedule of pick-ups at various docks along the bay. Each Sunday it made three round trips to the 15th Street pier, the first to bring the Sunday School children, the second to bring those coming to morning worship and to return the Sunday School pupils, and the third to take home those who attended the worship service. A school bus on the peninsula brought those unable to come by boat.

"The coming of World War Two, however, ended the church boat. The taking over of the school buses by the board of education closed that means of transportation. To help the needs of large numbers of military personnel, Mrs. Goodell organized a Sunday School on Balboa Island. In 1945, Dr. Harry White was named as assistant minister with responsibility to hold services on Balboa Island. By 1939, he had mustered sufficient personnel and the Balboa Island Community Methodist Church was organized.

"Thru the years of depression A. B. Stevens generously stood behind the struggling congregation. By the mid-forties, however, the congregation was ready to move forward again. Under the leadership of Rev. E. D. Goodell, in three major campaigns, the debt on Goodell Hall was cleared and funds secured



for the erection of the long anticipated sanctuary. It was dedicated in June, 1948, at the close of Rev. Goodell's eighth year as pastor, the longest pastorate in the history of the church.

"Up until the 'thirties', our church had been the only church in the entire Newport Harbor area. For over thirty years, the Methodists had rallied the forces of Protestantism. With the war-time population growth, caused by the nearby military camps, and the tremendous post-war home building boom, the inevitable happened. Other denominations entered the city to serve their own constituencies as well as the separated communities within the city limits of Newport Beach. In a very real sense, our church 'mothered' these new congregations by sending to them large blocks of members to launch their churches. Where in 1940 there was one Protestant church building in Newport, in 1950 there were seven."

### BEAUTIFUL PAINTING OF CHRIST

The shrines, a feature of the annual "Forty Miles of Christmas Smiles", instituted by the Orange County Coast Association, produced some lovely religious settings. These were started by Harry Welch in the early thirties and one of the outstanding ones in 1935 was installed below the Arches Overhead. Its background was a high 8-foot x 10-foot painting of The Christ by Artist Gray Bartlett of Beverly Hills.

The painting was later turned over to the Chamber of Commerce and Harry Welch then presented it to Christ Church by the Sea, where it graces the front wall today.

### THE CHAPEL SELLS LIQUOR

Miss Elsie Newland, one of the pioneers of church work here, tells of the battle in trying to keep the old Balboa Chapel at Palm Street and Bay Avenue, from being turned over to liquor use. When the churches were united the old Chapel was rented to Soto, who operated a gift and curio store on the corner. He used it for a warehouse. During the second World War, when anti-Japanese sentiment ran high, he was sent to a concentration camp. A few years later the Chapel was sold to the restaurant adjoining with the proviso that no liquor be sold.

The Chapel was later converted into the "Blue Room," and despite strenuous efforts on the part of the Church group in opposing the application to the State Liquor Board, this district, then being operated under the guidance of Wm. G. Boneli, permitted the permit to be granted.

## ST. JAMES EPISCOPAL

The organization that resulted in the present magnificent church plant of St. James Episcopal church in the Lido district had a humble beginning some 35 years ago when Bishop Louis C. Sanford of Fresno came to Newport Beach summers and held services in a cottage at 200 39th St. Holy Communion was celebrated each Sunday morning and Sunday evenings informal social gatherings were held.

Later services were held in a trailer chapel and then Nov. 8, 1941, a meeting was held in the Ebell clubhouse with J. S. Watkins as warden and the Rev. W. J. Hatter of Santa Ana as the mission's first vicar.

With the Rev. A. T. Dean as leader the church prospered and ground was broken for the present building Christmas Day, 1945.

At the first annual meeting, in February, 1946, the following officers were elected: George Yardley, warden; Selim Franklin, clerk; Dixon Smith, treasurer; Mrs. George B. Devenish, president of the women's auxiliary; Mrs. F. E. Finster, vice president; Mrs. C. L. Thom, secretary and Mrs. Ed A. Rogers, treasurer.

The Rev. John Parke is the present rector and Rowell Boas, assistant pastor. Since the start in 1945 the plant has grown to its present proportions with its school, Thrift Shop and other branches.

## CORONA DEL MAR COMMUNITY CHURCH

(Congregational)

A small group of Corona del Mar women, in the spring of 1944, felt that the children in that rapidly growing section of the city, were not receiving enough spiritual guidance. They had organized a Circle and were holding meetings here and there. The band comprised Mrs. Francis Cox, Ida B. Walters, Mrs. Jay Dutter, Mrs. Charles Kyte, Mrs. L. A. Norman, Mrs. George Lewis, Mrs. John Parsons and Mrs. E. E. Flinn.

A meeting was called at the home of Mrs. Lewis, 304 Magnolia Ave., and a plea sent to the office of the Congregational Conference of the Southwest, with headquarters in Los Angeles. A subsequent session brought the Rev. Perry F. Schrock, retired, from Santa Ana, and an organization was perfected, with these officers:

Mr. Schrock, moderator, Mrs. Lewis, clerk; S. A.

Meyer, treasurer; Gustave Grupe, R. O. Rea, Eugene Knox, John Sadleir, N. Haugness, trustees.

The initial church service was held in the Baltz Chapel, kindly donated by Mr. and Mrs. Louie Baltz, May 28, 1944. Then Mrs. Gustave Grupe was named finance secretary; Arthur Kemper, auditor and Mrs. Cox, school superintendent.

Plans were at once started for a church home with the purchase of three lots on Heliotrope Ave. Mr. Grupe was placed in charge of the building program. Funds were scarce. A loan was secured from the Conference, which, of course, was insufficient to put up the structure needed, but that did not deter these God fearing souls. Under the direction of Mr. Grupe volunteer workers erected the first structure, which was dedicated in January, 1946.

Mr. Schrock, who observed his 50 years in the ministry in June, 1956, had promised to serve until a pastor could be secured, so a few years later, Rev. Paul Babbitt of Eagle Rock was called. Mr. Babbitt served until 1955 and Rev. Edwin Gomke, who was finishing his training in Los Angeles, served as interim pastor until late in 1955, when the congregation voted him to the pastorate.

The needs of the church had outgrown its buildings and a two-story structure, with class rooms below and a hall and enlarged kitchens above, was dedicated in May, 1956, again most of the work being done by the members. At any rate the trustees put a value of \$101,000 on its enlarged quarters today.

### LARGEST MEMBERSHIP

Modernistic in design is St. Andrews Presbyterian Church at 600 St. Andrews Road, Newport Heights. This group of buildings was started in the late 40's and covers about a half block with the newest in edifice design. Its energetic pastor, Rev. James S. Stewart, is one of the forward ministers of today and in early 1956, his church membership had passed the one-thousand mark, said to be the largest in the harbor district.

Other churches in the Newport Beach area are:

Newport Beach Assembly of God, 2504 West Ocean Front, Newport Beach. Daniel B. Pecot, Pastor.

Church of our Lady of Mt. Carmel, 1441 W. Balboa Blvd., Balboa. Father Stephen Kiley, Pastor.



First Church of Christ Scientist, 3303 Via Lido, Newport Beach. Reading Room: 111 Palm, Balboa. Open daily from noon to 5 p.m. except Sundays and Holidays.

First Baptist Church of Newport, Balboa Blvd. at 19th Street, Newport Beach. Herbert Johnson, Pastor.

Newport Harbor Seventh Day Adventist, Newport Blvd. at Balboa, Newport Beach. D. B. Spaulding, Pastor.

Newport Harbor Lutheran Church, 2501 Cliff Drive, Newport Beach. Robert B. Gronlund, Pastor.

Church of St. John Vianney, 314 Marine Ave., Balboa Island. Father Stephen Kiley, Pastor.

Balboa Island Community Methodist Church, 115 Agate Avenue, Balboa Island. Donald G. Sapp, Minister.

### IN THE DAYS OF THE DON'S

One of the most fluent historians of early Orange county history was Terry E. Stephenson, former co-publisher of the Santa Ana Register with J. P. Baumgartner. They sold their daily to J. Frank Burke for a reputed \$750,000, said to be one of the largest newspaper deals of that period. Stephenson, in 1930, wrote his interesting history, titled, "Caminos Viejos, a Contribution to the Annals of Orange County," the following extracts relating to this area:

(Reprinted by Permission of Terry Stephenson, Jr.)

"One of the ranchos confirmed by the commission was the Rancho Santiago de Santa Ana, described roughly in earlier records as comprising ten square leagues, more or less, and finally surveyed by the United States as containing 62,516.57 acres. In that rancho, confirmed to the Yorba and Peralta heirs, today are located Santa Ana, Orange, Tustin, Olive, Costa Mesa, El Modena — in fact, practically everything between the Santa Ana river and a line through Red Hill, which line parallels our Newport boulevard of today.

"As we go back into the hazy distance of a century and a third, and even further back, the study of the rancho brings to us many fascinating pictures and situations. Long forgotten records portray for us a romance of pioneering, the herding of cattle on our hills and across our valleys, the growing of corn and vines, the development of industries made necessary by isolation, and lay before us bits of information showing the love of the Spanish Californian for the members of his family. We see something of California as it was long before the first American trapper had made his precarious way hither

across rugged mountains and treacherous desert, long before any English-speaking adventurer had forced his horse through the quicksands of the Santa Ana river to ride over the mustard and cactus plains of the valley.

"Throughout those glamorous, though hazy years, the Yorbas and Peraltas lived in a care-free pastoral life in a pleasant land. They joined in all the activities of the country, in fiestas, horseracing, bear-roping, rodeos, in church celebrations and visiting far and near, traveling nearly always on horseback. Though slow-moving, wooden wheeled carretas, drawn by oxen, squeaked here and there with their burdens of hides and tallow, they were seldom used for transportation of the younger laughing, joyous Californians. They were used, however, quite often by the older people on their way to picnics and other festivities.

"These Californians grew up true-hearted and generous, with all the traditions of Spanish courtesy, hospitality and good nature about them. Filial respect and affection reigned within the home.

"Most of their every-day needs were supplied on their own ranchos. They spun and wove. They tanned their own leather, made their own saddles and bridles and ornamented them with hand-carved silver of their own design. Some of their furniture was made at home, some of it brought from Spain. When sailing vessels, seeking loads of hides, tallow and wine, began to ply their trade up and down the coast, the Yorbas were among the prosperous customers. Shawls of fine texture and great beauty and all the other colorful apparel that women love came to them from the Atlantic and from the Orient.

"Thus was the alcalde's problem made easy. Stretched before him, along the east side of the Santa Ana river was a great rancho; crosswise, from the river to the line of the Rancho San Joaquin. This line of the San Joaquin ran from Red Hill straight to the sea exactly one mile southeast of our Newport boulevard of today. The problem was easy for the reason that all the alcalde had to do was to slice the rancho crossways, just as he would slice a long loaf of bread, and hand out to the various heirs their fair shares. Some slices would be larger than others depending upon the land somewhat as well as upon the proportion of interest.

"The first slice was a huge one. It was measured off,

6,550 varas from the sea, and that was designated as belonging to Don Pablo Peralta, which seemed to be acceptable all around. Then came a small slice of only 361 varas, which terminated in a plain before reaching the house of the ranchito Policarpia to the line of a large alder tree which is at the part of the river, and this portion was handed over to Don Jesus Dominguez as the heir of his wife, Dona Maria Andrea Yorba Avila de Dominguez, who was dead. Don Jesus did not long retain his possession, comprising some 1,800 acres, for within a few weeks he sold it to Don Jose Sepulveda, owner of the San Joaquin. Don Jose's ranch headquarters had been in an adobe at the head of Newport Bay. He built a new house of adobe at what is now the southwest edge of Santa Ana, on the Willets street of today, and there he lived in baronial style during the 1850's and '60's."

#### ONLY "HIGH-TONED" GOT WATER

"The high mucke-de-mucks who were guests at the hotel on the corner got their water from a special well, operated by a windmill. Us workmen had to dip it out of the Santa Ana river."

It was grizzled George Morales, probably the oldest Newporter living, who was talking in his little home on Ogle street, Costa Mesa. They had separated George from the city's payroll when he was 72, and, as he says, "just before everybody else got a raise in wages." George was 82 in February, 1957.

In his 69 years residence here (he was 12 when his folks moved to Santa Ana in 1877. George being one of 12 children) this sturdy citizen helped build the Newport pier, unloaded lumber from the ships, ran water mains everywhere, labored for the McFaddens, the city and John Sharps and knows the intimate history of Newport Beach inside and out.

"George, what president did you vote for in 1896?"

"You didn't vote for any president," he replied. "You voted for who the boss told you. If anybody holler-ed or talked too much, he promptly got a cut in wages; and the loud-mouth soon moved on.

"We got \$2.00 for a ten-hour day, and if you worked 15 hours, or until midnight, you still got 20 cents an hour."



"Tell us how and where John Sharps got his water?"

"Well, there used to be a windmill and well where the Stag Cafe is located, and I carried this water in buckets to the hotel around the corner," Morales answered, "and Mr. Sharps always told me to only let the hotel have it, because it was a little better than river water — anyhow it was cleaner.

"This and other wells were flowing as far back as 1895. Mr. Sharps soon had to extend his water wells and bought some water-bearing lands near Talbert. I worked for him from 1898 to 1906, and in 1910 the city bought him out for \$32,000. I always walked to work at Talbert and when John McMillan was given the job of water superintendent when the city took over, I was hired and we always walked to Talbert and back to Newport. Balboa had not grown much yet and there was very little down there (The water line was extended to Balboa in 1914.)

"When the fishing was good the 'old man' would let me off to fish; when the slack season came, I would get back to my city job. Mr. McMillan had run away from his home in Scotland and roved the seas for several years. He was aboard the Lottie Carson when she sailed in here and decided to stay. When Will Sherman came here from San Francisco to built the Newport pier, we all got jobs on it.

"Joe Dixon, father of Al Dixon, was postmaster in 1898. He had a house at the corner of 19th and Central (now Balboa Blvd.) and one room held the post-office. You could drop your letters in a little box he had on a post outside the door. The senior Dixon had gotten his son, Al, in New York, where he was a barber, to come out in 1896. I got him a job on the pier on his first day in town and while the work was tough, Al was pretty wirey, and he stuck it out real good."

In discussing the gryations of the Santa Ana river in flood and how the high tides were a source of puzzlement, here is George Morales' description:

"The river ran along the bottom of the bluff down the bay into the ocean at Corona del Mar. Over at Smeltzer were the peat beds and sometimes farmers would pasture their horses there; when they went back

for them the horses had disappeared, and we believed had sunk out of sight in the marshy quick sands.

"Then the river channel, or one branch of it, flowed off toward Huntington Beach. At high tide the ocean would meet the river and the tide would flow into the bottoms as far as Talbert. In the flood of 1915 the water was nearly four feet deep all the way to Talbert. It was also that deep in parts of Newport. A P.E. car was standing on the tracks at Balboa and we took the car and went as far as we could beyond West Newport when Hugh McMillan, Mr. Durkee, Hobart O'howell and the rest of us opened the railroad bank and let the water out into the ocean. That sure saved Newport.

"We never said much about it because we were scared lest the railroad get after us."

### FISHING WITH HORSES

"George how did they fish with horses?"

"That's easy," he grinned. "You know down on the sandy shore at Newport between 22nd and 23rd streets, before they had all those little glass things that you had to put money in, just to keep your car in place — well the boys would fish every morning for Smelt. There was Rube Schafer, Jim Stauss, Nick and Frank Suttora, Joe Dixon and one or two more I forget. They had long nets or seines and they would drag them out to deep water in row boats. On each end were heavy ropes which played along back to shore and hooked to the horses.

"The animals would then be driven up the beach and the nets would slowly haul in until they hit shore and the silvery, jumping Smelt would be dumped into big baskets."

This method of netting continued for several years until the California Fish and Game Commission stopped the practice about 1924.

John McMillan, present water superintendent, says that when he was a lad, Albert Hermes, city marshal, presented him a fishing license, expiring in 1999, reading:

"To John, Grand Moguel of all Little Fellows and the price of one 15-cent cigar." It was signed: Albert Hermes, Marshal. John says he was about 4 years old at the time and still has the parchment.

The hotel to which Mr. Morales said the choice water

was taken, was moved by Mr. Sharps from San Juan Capistrano and was first located on the site where the late Henry Starck operated a saloon adjoining the present Stag buildings in Newport owned by Tom Carson.

Aside from unloading lumber off the Newport pier, Morales described in detail how commodities were taken on before the wharf was built.

"The freighters would lie outside the entrance to the bay," he said. "At Port Orange, later called Newport Landing, at the foot of what is now 17th street and Irvine Avenue, large barges were towed in by small steam tugs. A long chute extended down the bluff to the barges and the grain would be run down in sacks. When the barges were full they were towed out to the ship."

While discussing his experiences in front of his home, Mr. Morales, with a sweep of his hand, said that when he came here "all this land was in barley and wheat. You could look anywhere," he added, "and you'd see nothing but waving fields of green, miles and miles of it, and," he mused, "if us poor hombres could have bought a few pieces, where would we be today?"

#### CITY SELLS TELEPHONE FRANCHISE

April 27, 1914, a telephone franchise was sold to the Pacific Telephone and Telegraph Company. On December 7th of the same year, the county supervisors were asked to proceed with the formation of Newport Beach Township. May 19, 1919, a public boat landing at 19th Street was ordered constructed, and on June 23rd the dock at 30th Street was approved. When the city channel was dredged the Pacific Electric Land Company purchased a quantity of fill to raise its land between 9th and 19th streets, and from the bay to Central Avenues. The dredged material was paid for by deeding to the city a strip of land which extended from 15th to 19th Street, facing on the bay, and reached to the south half way to Central (Now Balboa Blvd.) Avenue.



# *Chapter the Fifth*

## THE STORY OF BALBOA ISLAND

The small dredge owned by W. S. Collins, which he had used for some work at Newport, was moved to the eastern part of the bay in 1906 and began dredging a channel on the north side of the bay, opposite the Balboa pavilion. The sand and silt from this operation was piled on some tidelands which it was announced would be called Balboa Island.

Co-incident with the beginning of dredging an advertising campaign was launched offering residence lots "with all improvements in and paid for" for \$350.00 for inside lots and from \$600.00 to \$750.00 for those on the waterfront. Streets were staked and some flimsy sidewalks built. A landing was constructed at the south end of what was to be called Pearl Street, at which a ferry boat landed. Another dock was started at the south end of Agate Street which, it was announced, would be the permanent ferry landing.

Prospective purchasers of Balboa Island lots were promised that the streets would be paved by the subdivider, sewers installed, street lights provided and a beautiful hotel erected. It was also agreed that permanent ferry service would be maintained. Circulars, some of which are still in evidence, showed the hotel situated on the corner of the South Bay and the Grand Canal.

Most of the Island was completely submerged at high tide, except a few high ridges showing some tufts of wire grass in an irregular line along what is now the center of the island. The dredging raised the low places but brought the level only up to the high tide line, so that it was necessary to build a low bulkhead to keep the high tides out.

Along with the dredging, streets were staked, lots mapped and some narrow sidewalks built. The low (14 inch) bulkhead was placed along part of the south bay front. Makeshift sewers were installed which ran out onto the bathing beach terminating below low tide level so as to be out of sight of prospective lot purchasers.

Excursions were run on the Pacific Electric line and free lunches were served to prospects. An active advertising campaign was maintained for several years and by 1914 some 700 lots had been sold. The buyers were, many of them, from Pasadena, Riverside, San Bernardino and Redlands, as well as from Los Angeles. The Island comprised a total of some 1300 lots of 30 by 85 feet in area, a few being 40 by 85 feet. A park was laid out in the middle of the Island, bounded by Park, Coral, Apolena and Central Avenues ("Central" later was named "Balboa" Ave.) This park(?) was never dedicated but was mortgaged to a man named Hayes of Santa Ana, who subsequently sold the lots comprising it in an effort to get his money back.

In 1914 the boom burst. People began to realize that the promised improvements were not forthcoming. High tides overflowed the island on several occasions. Some amusing and many irritating things happened.

A cement mixing trough floated from the property of one purchaser to that of another. The second owner sold his lot and the buyer said the trough belonged to him. He said it was there when he got the lot and thus was his property. That mixing box nearly started a neighborhood war. It was dragged back and forth several times, the controversy being finally settled by the purchase of the box by the owner of the Island Boat House, who paid each owner a nominal price, secretly, getting a receipt from each. Neither knew that his opponent got anything out of it, so both were happy.

In 1914 the subdivider advertised a motor boat free with each lot, but the boats were not forthcoming. The subdivider became hard to find and the numerous salesmen disappeared. Property values went down till lots were practically given away. Many were bought for taxes. In 1918 one parcel of twelve sold for \$300.00.

The subdivider failed to pay for the water which came from the pipe line of the City of Newport Beach. In 1916 the Island was annexed to the city. This brought water but it also brought city taxes which the subdivider had promised would never have to be paid. Thus the feeling between the islanders and the people on the peninsula was anything but cordial.

The subdivider of Balboa Island reserved for himself a two-foot strip all the way around the island, thus

securing control of the adjoining tidelands. This enabled him to prevent anyone gaining access to the bay from Balboa Island without his approval. He was in complete control of the waterfront around Balboa Island. However, he failed to pay the taxes on this strip and it was offered for sale and purchased by H. E. Lyon, J. A. Beek and E. G. Derby, who were agreed that the proper disposition of it was to give it to the city.

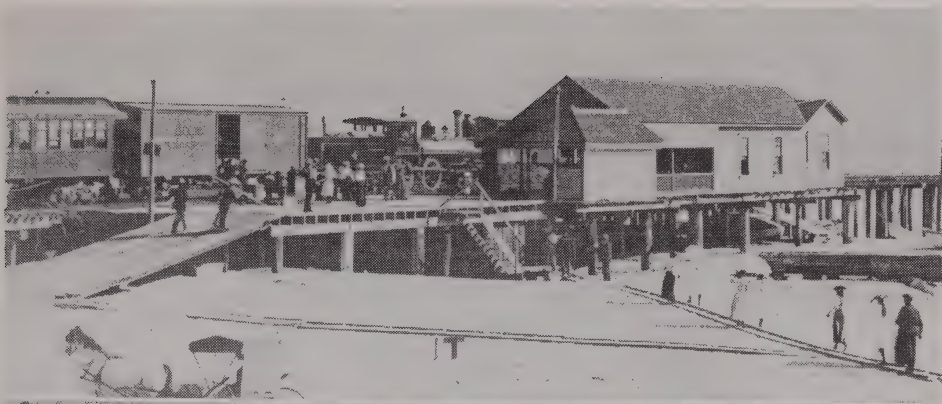
These gentlemen made an appearance before the city council, but City Attorney Clyde Bishop advised the city not to accept it, for the reason that the bulkhead and sidewalk westerly of Emerald Avenue were completely gone and a menace to pedestrians, and by accepting the property the city would render itself subject to suits for damage should anyone be injured in the area. He finally agreed that it would be desirable for the city to own the strip, providing barricades were immediately erected and notices posted to keep the public out of the dangerous area.

Many were the problems which confronted the Islanders immediately upon being annexed to the City, problems which they depended on the city to solve. The discontinuance of ferry service, and frequent interruptions in water and gas service, were constant sources of irritation.

Large blocks of lots which had been mortgaged were held by non-residents. One evening three of these non-resident property owners, E. G. Derby, H. E. Lyon, and Ora Monnette, appeared before the council, urging that the island's problems be given attention. Mr. Lyon and Mr. Derby each made tactful, courteous appeals which were well received by the city fathers.

Conditions got steadily worse and reached bottom in 1919. Property owners had met in Los Angeles in 1918 and formed the Balboa Island Improvement Association. In 1919 it sought to attempt to revive the morale of the community and secure the improvements so badly needed. A mass meeting of all property owners was arranged for the 4th of July and a celebration planned. Letters were written to all interested people. The affair marked the start of a revival of interest in what had seemed to be a forlorn hope. An eighty-foot flag pole was erected on the south end of Agate St. and the City Attorney made a speech. A membership drive was started and the possi-





(Upper) — Newport Pier in days when railroad depot handled freight business with trains using long trestle across town to wharf. Note horse and buggy in foreground. (center) — When fishermen made tremendous hauls of Smelt off Newport via huge nets and horses. (lower) — To left is old pavilion just off Newport pier and opposite is Parker block. Girls in foreground are Nancy Tillitt and Ethel Sharps.



(Upper) — Corona del Mar Community Church, Congregational; (Lower) — St. James Episcopal Church, Located Just below Bridge to Lido Isle.



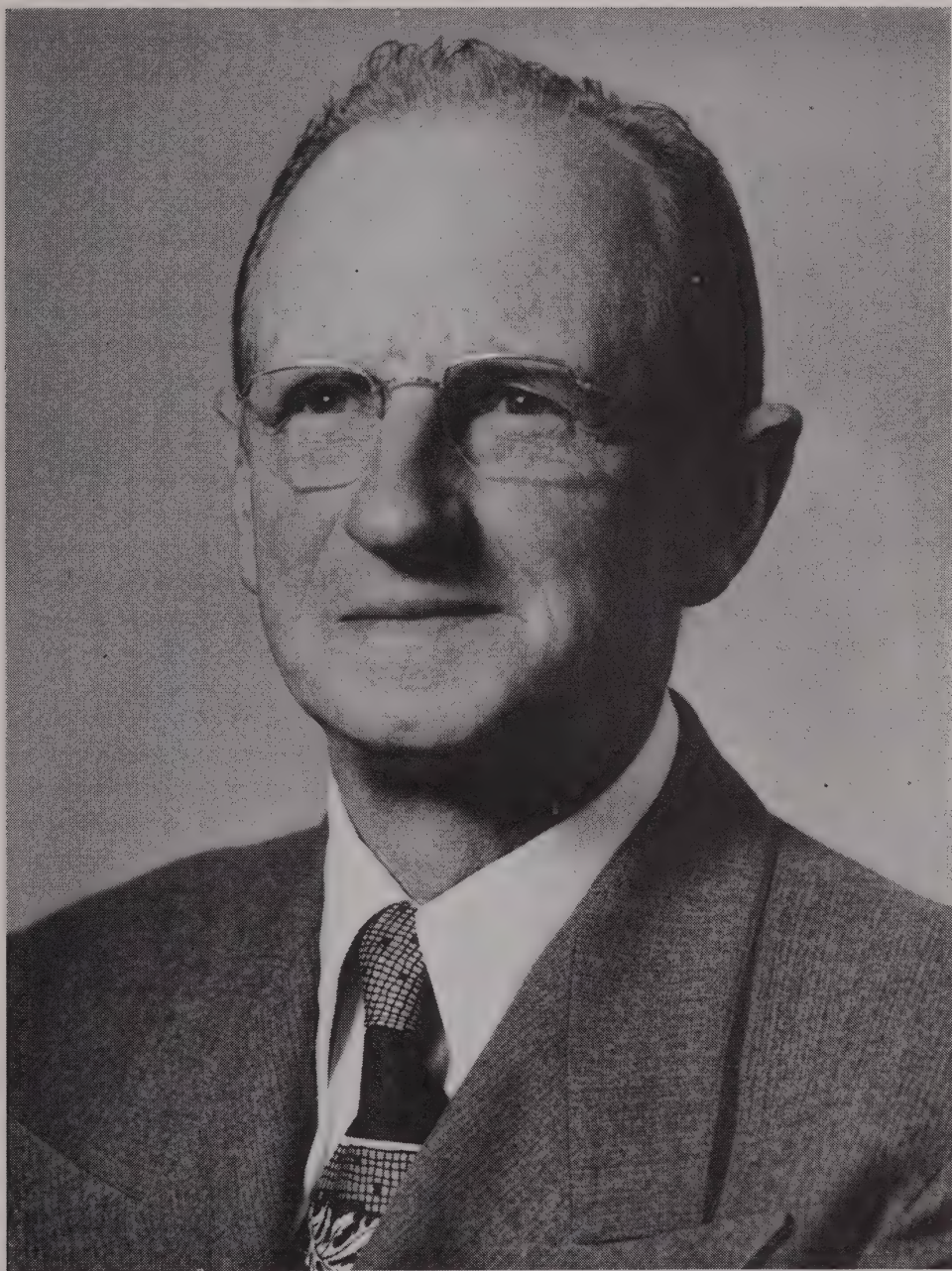


(Upper) — Church of Our Lady of Mt. Carmel, Catholic, one of early religious denominations in area; (center) — St. Andrews Presbyterian Church, with largest congregation in district; (lower) — First Church of Christ, Scientist, its first meeting place being located at Balboa, with present edifice near entrance to Lido Isle.





(Upper) — Christ Church by the Sea, Methodist; Lower left, Balboa Island Community Methodist Church; Center, left, Miss Elsie Newland, one of early and hardworking officers of Christ Church by the Sea; right — Rev. John Gabrielson, believed to be first minister to serve in Harbor district, in early 1900's. He was a student minister and was considered the founding pastor of first church established here.



Joseph Allan Beek, who virtually rebuilt Balboa Island and made it the highest-priced land in the Harbor district. The veteran developer, who has been secretary of the state senate for 43 years, also developed Beacon Bay and Harbor Island, and operates the Ferry between Balboa and Balboa Island. He is an ardent Yachtsman and has had a major role in the building of Newport Harbor.





(Upper left) — Balboa Island in 1922; (upper right), believed to be the first house on Island, located on North Bay; (lower left) — Another view of early Balboa Island, about one third developed; (lower right) — first auto ferried across Bay on barge pushed by Motorboat Islander in 1920.

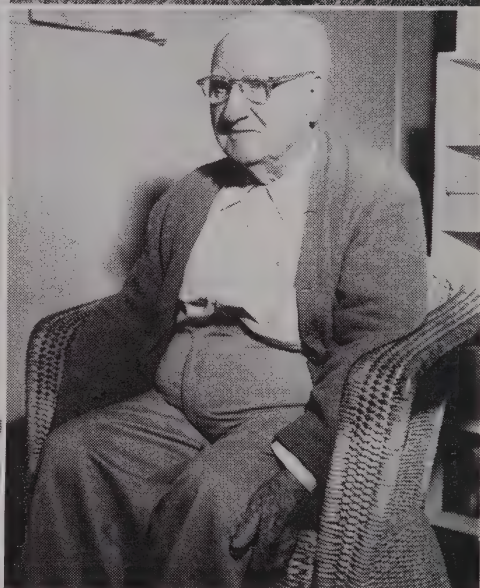


An early beach scene at Newport about 1908 showing a row of stores facing the ocean. The women's styles of yesteryear were full and billowy.





(Upper) — Rocky Point on Corona del Mar side of Harbor Entrance in 1915, taken by an itinerant photographer for Everett Chace; (center) — Collins Island, just west of Balboa Island, created in 1906 by W. S. Collins, founder of Balboa Island. Building in photo was Collins' home. William Cagney, brother of James, the actor, acquired possession in late 30's; then sold to George McNamara, who tore down the house, revamped the acre and subdivided into lots. (lower) — First Cottages of Mr. Chance on Main Street, Balboa.



(Upper left) — John McMillan, who served on first Board of Trustees and acted as initial water superintendent (for free); (upper right) — George Morales at 73, reputed to be earliest living inhabitant, who came here in 1875, worked for the McFaddens on Pier and for the city's water department with Mr. McMillan; (lower left) — Charles Way, first Balboa grocer, who delivered supplies via row boat; (lower right) — Everett Chace at 87, is known for his "Little Yellow Houses," at Balboa.



bilities of the community emphasized. A program of improvements was outlined and officers and directors elected.

The island was off to a start on its own. The program called for dependable ferry service, decent sewer system, adequate water supply, street lights, paving of certain streets and dredging of a trench in the bottom of the bay where the gas and water pipes crossed so that the fishing boats would no longer keep cutting them. Also, and one of the most pressing needs, the repair was urged of the bulkhead and sidewalk where they had been washed out along the southwest shore of the Island.

Committees were appointed to approach the city Board of Trustees to initiate the necessary legal steps to secure the needed improvements. The Mayor was not sympathetic. He was told that unless the bulkhead was repaired the Island would all slip into the bay. He replied, in effect, that that would be a consummation devoutly to be desired. As he put it: "the island is a dump. It was sold by a lot of damn crooks and bought by a lot of damn fools." He was but upholding his side in a community feud which was at its height at that time, a controversy characteristic of growing communities wherein there are vigorous individuals with conflicting interests as well as honest differences of opinion.

The program of the Balboa Island Improvement Association was gradually being realized. The broken down bulkhead was repaired. The ferry which was abandoned when the real estate boom burst had been undertaken by a concern on the Balboa side of the bay which required a subsidy from the city to keep going, and then gave unsatisfactory service. This utility was taken over by Mr. Joe Beek who reduced fares from 10c to 5c and provided continuous service instead of hourly service as provided by his predecessors. In 1922 a boat capable of transporting automobiles was built and auto ferry service begun.

A sewer system terminating in a treatment plant was installed in 1923 and the streets paved immediately following this most important improvement. Street lights were installed, new and larger water pipes put in, public piers were built at convenient points around the Island.



A zoning ordinance was enacted in 1924, to keep a fish cannery off Balboa Island.

As the necessary improvements were made property values advanced. Lots which sold for \$25.00 in 1919 were worth from two to three hundred dollars in 1923. The Island was on its way back. The physical improvements were not the only factors making for success. Improved relations with other parts of the city was of great help, as were various community activities. The development of the yacht clubs, the Tournament of Lights, the opening of the coast highway and the improvement of the harbor all helped in improving the Island's morale.

By 1929 inside lots were selling for seven or eight hundred dollars and some waterfront lots were bringing as much as \$4,000, but values did not get so high as to suffer serious decrease in the years of the great depression which followed the defeat of Herbert Hoover and the election of Franklin D. Roosevelt to the office of President of the United States. The reason was that Balboa Island lots were still comparatively low in price. There had been no new boom on Balboa Island. Even during the years of the nation's gloom Balboa Island lots gradually increased in value. By 1940 inside lots were selling for \$1,000 and waterfront lots for \$5,000 or more.

In 1936 the last of the major improvements was completed by the building of a new bulkhead and promenade all the way around the Island. New homes were being built. Old, shaky places were torn down and new and better buildings erected. Improvement in educational facilities kept pace with community growth. The fine Harbor high school built in the early thirties was a great boon to families with children.

The year 1956 finds Balboa Island practically built up. There are few vacant lots and "for sale" signs. Inside lots, the same that went begging at \$25.00 in 1918, now command twelve thousand dollars. Lots on the waterfront, some of which reached a low of \$350.00 in 1918 are valued at from \$25,000 to \$30,000 now. Of course some of this increase is due to the inflation of 1940-1952, but most of it is due to an increase in intrinsic value.

During the years when the going was rough there

were some whose faith never faltered and who worked together, sometimes against deep adversity, to make the island what it is today. To mention but a few of the pioneers: Charles Stanton, first President of the Improvement Association; Robert Bostwick, who later held that office for several years; Ralph H. Rollins, long a trustee of the association; J. B. McNally, one of the earliest residents and always a hard worker for all good causes; Hal Will Smith and his wife Mabel, whose taste and patriotism were important factors in the early days; Mrs. Jessie Collins, who always kept her home in excellent condition and maintained the values of her property under the most discouraging conditions, and J. A. Beek, for six years Secretary of the Improvement Association, and later its President for twenty years.

May we be permitted to write "finis" to Mr. Collins who died in Wichita, Kansas, in May, 1952, when the Los Angeles Times said of him:

"Funeral services will be conducted today for William S. Collins, 89, whose dream created Balboa Island from many acres of mud flat.

"He gambled a fortune on his dream. He dredged Harbors, created islands—literally from the very sea. He sank concrete bulwarks.

#### "PUBLIC SHIES AWAY

"But when he offered the real estate idyll for sale—nobody bought.

"Lots which today sell for upward of \$35,000 each on Balboa Island, Mr. Collins couldn't give away.

"He entered in turn the mining and oil business and one day bought, for \$50,000, property from Newport Beach to the Balboa Peninsula. He paid taxes on 10,000 lots.

"A corner of the island he took for himself, and dredged a channel to separate what is now Collins Island from the rest of Balboa Island.

"There he built his castle,—Collins Castle—owned later by movie stars and used in military operations during the war.

"There are not many alive today who can tell of the Collins epoch.

"But A. B. Rousselle, also an early real estate devel-

oper, recalls how Mr. Collins, hard pressed for cash to dredge a portion of the harbor, traded off 100 waterfront lots for a home Rousselle owned at Melrose Ave. and Vine Sts., Hollywood.

"The lots were charged off at about \$300 each. Later, said Rousselle, they were worth less than \$100 each.

"Mr. Collins meanwhile sold the Hollywood property at a low figure and used the proceeds for island development. Many years later the Hollywood property sold at a high figure.

"About 1912 the dream collapsed. People said: 'Why, that's 40 miles away from Los Angeles!'

"It wasn't alone at Balboa that Mr. Collins sought to develop a play area for the Southland.

"The Santa Ana Army Air Base is situated on the site of Collins' Fairview—which once grew to become a city of 3,000—and then disappeared into a fertile bean field."



# *Chapter the Sixth*

## FABULOUS LIDO ISLE

When J. P. Greeley and his associates, back in 1904, offered a right of way to bring the Pacific Electric to Balboa, they "threw in" the north side of old Central Avenue (now Balboa Boulevard) from Ninth Street to Fifteenth Street, including the mud flats that afterward became Lido Isle.

The P.E. had come as far as Newport, and Balboa several miles to the east, could only be reached by an unsatisfying streak of sand and dirt; but its primary means of access was a row boat, a pair of sturdy arms and an unruffled body of water called Newport Bay.

The Pacific Electric secured a vast acreage of sand, later to be known as East Newport, Bay Avenue, the Bay Avenue sub-division and all the submerged lands lying in the Bay within the area stipulated. These were sold off at what was then considered large amounts, with the exception of submerged Lido Isle. To dispose of that required someone to dredge and fill it, a performance the P. E. did not fancy.

Then Lew H. Wallace, always full of ideas, persuaded George T. Peabody, a warm, personal friend, to see if W. K. Parkinson, oil millionaire, and whose business affairs were in the care of Peabody, would be interested in the tract. After considerable negotiations "Park" bought the Island from the Pacific Electric Land Company for \$45,000. The Land Company had been incorporated by the Southern Pacific which owned the Pacific Electric, to care for its various realty holdings in the Southland.

Parkinson spent more than a quarter of a million dollars in raising the Isle some eleven feet above mean high tide. Then began the task of making something out of his holdings. (How this was done, through a maze of trials and tribulations is told elsewhere in this volume.)

No real growth was achieved until along in 1935

when Paul A. Palmer became general agent for Griffith Company, which owned most of the Island, the company taking over the lots to pay for the installation of public improvements.

The Lido Isle Community Association was organized in September, 1928, with these directors: William Clark Crittenden, president; John J. Wilson, Edwin H. Haas, David G. Duncan and John R. Case, Jr.

Under its by-laws operating expenses were limited to one cent per square foot of land, with a total of \$39,000 raised annually, and as Bunster Creeley, manager of today's lovely and enlarged club house, so devastatingly says: "and you know what has happend to the dollar!"

Mr. Creeley has devious ways of raising funds—via transfer fees on residential sales, snacks to members at stated intervals, other uses to bring in the shekals to secure funds for the many events that have made the club house a desirable place for the hundreds of members and their friends, in glowing contrast to the early days when it was boring to persuade property owners to come in at all. And the summer of 1954 the snackbar served 5551 people in July, while in July, '55, some 7100 were served.

Stephen Griffith, founder and active head of Griffith Company until his death in 1956 who had lived on the eastern tip of Lido for a number of years, in 1953 decided to remove to Los Angeles and sold his handsome home to Asa Call, president of the Pacific Mutual Insurance Company.

When Mr Crittenden took over the sales end he built a three-story home next to the Club House, to show how such a house would appear on a 30-foot lot. Its cost at that time was \$9,000. It has changed hands several times since, with the price steadily advancing. It was last sold in March, 1956, for \$65,000.

Buried treasure was said to be under Lido Isle. Could it have been the crude beads, utensils of the Indians? When carrying out underground improvements on Lido an extensive search was made, when a chap turned up with a faded map, evidently of Spanish origin. This map indicated some early-day adventurers had buried gold on a certain mud bank in the mouth of the

Santa Ana River, which then flowed to the sea down the bay.

Directions and signs pointed to a site near the present club house. When two workers were buried in the trenches they had dug and one of them nearly killed, the search was abandoned.

However, later when street and other improvements were going forward elsewhere on the Island, some real "booty" was discovered, in the form of several sacks of high grade whisky, evidently buried in a hurry during prohibition days.

### WHEN LIDO FORGED AHEAD

To Paul Palmer, who took over the general sales agency of the Island in 1935, goes credit for much of its miraculous growth of today. It will be remembered that the nation's business outlook was not on such an even, prosperous keel as today (1956), and the harbor district, like other Southern California sections, was suffering from "hard times". But let Mr. Palmer tell the Isle's progress:

"I was given the exclusive sales contract on Lido Isle, effective April 17, 1935, from Griffith Company, the then owners of some 700 unsold lots, and concurrently the exclusive sales agency for Title Insurance and Trust Company, Los Angeles, on about 100 lots which they owned at that time.

"Thirty-foot, off-the-water lots were priced at \$700.00, being \$260.00 for the lot and \$440.00 to cover the improvement bond. Bayfront lots were about \$1,800 for thirty feet, of which \$1,260.00 was the improvement bond and \$540.00 was for the lot. (These lots now sell at \$12,000, up, and bayfrontage at \$30,000 up, with few available vacant lots.)

"Two problems arose immediately. Number one: few people could be induced to buy lots, even though extremely liberal terms were offered. The second problem arose from those few people who did agree to buy lots and then found they could not obtain building loans, unless they happened to have a wealthy relative.

"At that time there were 48 houses on Lido Isle and we made our office headquarters in the Club House building.

"At about this time we fathered two advertising



phrases in our advertising and publicity, one of which resulted in our being the butt of considerable kidding.

"The first phrase, 'A little buys a lot', stood us in good stead for many years, although now the reverse of this phrase might be more accurate — 'A lot buys a little,' but then that applies to everything nowadays, from apples and automobiles to zucchini and zithers.

"The other phrase was 'Lido Isle, A Smart Address,' and that, on signboards surrounded by one hundred acres of sand, salt grass and weeds, brought forth derisive laughter from others in the community.

"Harry A. Earnshaw, since deceased, wrote much of our advertising and publicity in the late 30's and early 40's, for he shared our vision of the future.

"We applied to the Federal Housing Administration for FHA approval and received that rating before the end of 1935.

"In 1937 Griffith Company built the little office building at the intersection of via Lido and via Oportc, which, with its numerous additions, still stands and is now occupied by P. A. Palmer, Incorporated and Ole Hanson Company, Real Estate; and by Shearson, Hammill and Company, Stock and Bond Brokers.

"For seventeen years it was the office of P. A. Palmer Incorporated and Newport Balboa Savings and Loan Association.

"There were many highlights over the years, and many different viewpoints expressed pro and con when the harbor was dredged and the dredged material piped out to the ocean front beach.

"The last part of the dredging was the blasting of a rock ledge that paralleled the Coast Highway where the Sea Scouts Base and the Balboa Bay Club now make their homes. The blast of charges set off at regular intervals, shook the far-spread residences on Lido Isle and aroused the ire of those who were in residence.

"The celebration came when the dredging job was finally completed in May of 1936 and was a great event to all Orange County. Those of us who were optimists here foresaw even greater things to come.

"The excitement was greatly enjoyed when Life

Magazine sent a group here in August of 1939, which resulted in National Publicity for our town, the theme of the story being 'Life Goes To a Beach Party', in the August 21, 1939 issue of that magazine. As I recall it, it had to do with what photographers' models and starlets did in their periods of rest. They had themselves two days of swimming, sailing, aquaplaning on the bay, mind you — no speed limit then — and picnicking.

"The construction of the grade crossing at The Arches in May, 1936, did away with the line of cars each Sunday and Holiday that at going-home time were backed up clear to Balboa, bumper to bumper.

"Griffith Company built the Lido Theater, which opened November 27, 1939, and was operated by Henry J. Siler, since deceased, the father of Mason Siler who still operates the movie house. A capsule was buried in the lobby floor, as I recall, signed by Harry Williamson, then Mayor, Henry J. Siler and others, to be opened sometime in the future.

"When William A. Wilgus, since departed, bought a canoe and found that paddling in the conventional manner was foolish, installed oarlocks, bought a pair of oars, and thus had the only rowing canoe in the bay.

"About 1936 we started inducing people to buy a lot and a half, which in most instances created a 45-foot wide lot; in some cases 52½ feet. Our reason for attempting this change from the original subdivision pattern was our feeling that 30-foot lots were too narrow, and brought houses to be built too close together. Fortunately a good many of our owners and many of the prospects who came to us from that time on agreed with our reasoning, and as a result we have on Lido Isle today an impressive number of sites that are 45 feet wide and wider.

"I believe most Lido Isle residents will agree that had all the sites been 45 feet wide or wider in the entire town we would have a more attractive city.

"However, the problem of the subdivider up to 1945 was to keep offerings within a total price limitation that the few buyers would even consider.

"In this same year there were 1176 telephones in the area including business telephones.

"In 1956, twenty years later, Newport Beach had a

population of 20,000, an assessed value of \$55,207,000.00, 1890 students in Harbor High, 2906 students in the four grammar schools and 18,931 telephones.

"There was considerable excitement in 1934 when 298 building permits were issued in the whole town for a total of \$235,070.00. Then in 1938 there were 180 new homes, which was 17 more than 1936, and total permits \$908,094.00. The million-dollar mark was soon passed and 1955 revealed a total of more than \$8,000,000.00.

"The Santa Ana River flood in March, 1938, caused the Coast Highway bridge at the River mouth to collapse.

"Harry Welch's Treasure Map, with artwork by Claude Putnam, one of the finest artists in the Southland, was first approved by the Chamber of Commerce in March, 1939. Since then thousands have been distributed.

"Richard's Lido Market opened in March, 1948, and many predicted that it would be offered as a skating rink within 90 days. (Says Richard: Its 1955 valume topped \$3,000,000).

"Remember the town custom on the first rainy day each Fall when everybody would close up and go over to Johnny Vilelle's Arches and spend the rest of the day there? And if you didn't show up, somebody would send a police car for you. And in 1955 Johnny decided to sell out and see the world!

"We used to advertise a 45' lot, which was really a lot and a half, at \$1,195.00, \$100.00 cash and \$10.00 a month (with darned few buyers), a home to be built at about \$2.75 a square foot for a good house, and loan payments with 100% financing as low as \$39.48 a month, for a \$5,000 residence!

"Even with FHA approval, financing was extremely difficult, not only on Lido Isle, but any place in town. This situation sparked the organization of Newport Balboa Savings and Loan Association, which began operations in October, 1936.

"The original Directors were Joseph A. Beek, Samuel A. Meyer, Walter S. Spicer, Paul A. Palmer, Granger Hyer, Theodore Robins and R. L. Patterson. Palmer and Agnes Blomquist, now Executive Vice President, ran the Association and Ralph P. Maskey and Lew Wallace were the staff Appraisers.



"Of the original seven Directors four are still Directors and have been so continuously since organization: Messrs. Beek, Meyer, Spicer and Palmer, and Miss Blomquist and Mr. Maskey are now Directors.

"When the business property at the entrance to Lido Isle was put on the market early in 1952, only five business buildings had been built up to that time. They were the combination Real Estate and Savings and Loan Building, the Theater, Richard's Lido Market. Vincent's Lido Drugs and the Bank of America.

"In 1936 there was an estimated population in the whole town of 3600 people, and an assessed valuation of \$11,884,365.00. There were 2771 homes, of which 1522, or 55% were owned by non-residents. There were 12,075 lots in the City, of which 3,000 or 25% had homes built on them. There were 432 pupils in Newport Harbor Union High School and 440 in the Newport Beach Grammar School. The difference between this figure and the number of homes is that a few of them occupied more than one lot."

#### FIRST TELEPHONE OPERATOR

In 1907 Ethel (Sharps) Crego, was installed as the first telephone switchboard operator in a little grocery store she and her chum, Nancy Tillitt, owned and conducted in a small frame building where The Stag Cafe now stands in McFadden Place, Newport.

There were 30 local connections but only one line to Santa Ana, and if you happened to be so unfortunate as to want to contact the county seat after nine o'clock at night, you had to walk or buggyride or horseback to Balboa where a pay station was located in the Balboa Pavilion.

Since then telephone service has doubled and trebled through the years, with a building at Bay Avenue and Island Avenue, then later a larger one on Balboa Avenue and later still, a second story added to care for the ever-increasing volume of business.

# *Chapter the Seventh*

## THE IRVINE RANCH COMPANY

Interwoven with the growth of Newport Beach is the Irvine Ranch Co., a vast, sprawling domain, stretching from the mountains to the sea — some 90,000 acres — in Orange county. Running back more than a century the first James Irvine came to San Francisco, then trekked south with one or two other bold spirits to acquire large tracts of uncharted areas.

Much of the early days (between 1870 and 1900) of Newport Beach had to do with the Irvines. James Irvine took a leading role in Orange county and harbor development and maintained that activity until his death in Montana in August, 1947. Linked with his endeavors has been W. B. ("Brad") Hellis, who joined the staff in 1914, advanced through the various phases of big-scale operation and became general manager in 1933. Following his father's death, Myford (Mike) Irvine, took over, moved to the Ranch headquarters in 1950 and established residence in the ancient home his father occupied.

It was apparent that conflict of interests would probably create problems in the creation of Newport Harbor and "Our main objective", stated Brad Hellis, "was to seek compromise between the various governmental interests and private owners in order that the harbor could be constructed along sound engineering lines and the channels be straight and proper width.

"For example, Harbor Island and city-owned Beacon Bay had no proper road contact, the Island having only a temporary road which meandered from the Coast Highway. The Irvine Company, in cooperation with governmental interests, determined that the Palisades road which meandered the base of Promintory Point and the Palisades southerly should be relocated. The Irvine Company dredged the channel, creating Linda Isle and placing, at its own expense, the dredgings in order that Bay-side Drive might be relocated and thereby providing proper permanent road contacts for Harbor Island, Beacon Bay and their property. The Company also assisted in

the cost of the road in the erection of gutters and curbs. It also purchased considerable quantities of dredge materials to help finance the overall dredging program."

The tie-in between the company and the city is more closely revealed in the story of the Irvine Ranch, published in 1952 and written by Robert Glass Cleland, also author of *The Huntington Library*, extracts of which follow:

"Dissatisfaction with lighterage charges and delay in settlement of an old account for damages led Irvine and his partners to transfer their shipping business from Newport Bay to Phineas Banning's new harbor at Wilmington. Wages and ranch costs were rising; taxes on at least a part of the property were getting out of hand; whiskey and gambling played the devil with a trusted ranch employee; and the business of the properties 'was being greatly neglected.'

"As early as 1865, a small steamer called the "Vaquero" paid regular visits to Newport Bay, chiefly to collect hides, meat and tallow from the nearby ranches. In 1873 the well-known brothers — James, Robert and John McFadden — already owners of some four or five thousand acres formerly belonging to the Rancho Santiago de Santa Ana, bought a small dock and warehouse that had been built a few months before on a site below the bluff or palisades at the dividing line between Upper and Lower Newport Bay, northwest of Linda Isle, and began importing lumber on a large scale (at least for those pioneer days) and shipping out grain, wool and a few other agricultural products.

"The McFaddens called the prosperous new shipping center Newport and helped to construct a good road for the shipment of freight to Santa Ana. In 1888, to overcome the difficulty of entering and navigating the winding bay, the brothers erected a pier, on the site of the present Newport pier, running some 1,000 feet from shore, and in 1892 laid out the town of Newport as a beach resort. Like the Irvine Company in later years, the McFaddens leased rather than sold lots in the new town. The first hotel in the beach resort was built in 1893.

"In March, 1889, after long and persistent agitation, the large, unwieldy county of Los Angeles was divided and the portion lying south and east of a line drawn ap-



proximately along the course of Coyote Creek was formed into the present Orange county. The Irvine Ranch, whose area was certified to the State Board of Equalization as 105,000 acres, occupied approximately a third of the new county.

"In December, 1899, 'the heavens broke loose,' as the Santa Ana Weekly Blade exclaimed, and the Los Angeles Times of December 13, said: 'The Santa Ana river and Santiago Creek are out of their banks, the former flooding the Newport district, west and south of the city, causing great loss of crops and other property. The latter has changed its course into the old channel east of the city, and is flowing through the heart of the San Joaquin ranch.

"The floods did only minor damage to the Irvine Ranch, but the rains aggravated, curiously enough, the perennial squatter problem. 'A number of parties, six in all,' wrote George Whidden (ranch foreman) 'have gone onto the Newport Mesa today, and have located there as squatters. I have telegraphed Mr. Irvine in Los Angeles to return here. This may be difficult owing to the conditions of the roads, as we have been cut off from all communication for several days.

"In 1888, Madame Helena Modjeska bought the Pleasants ranch (Santiago Canyon), planted it luxuriantly to trees and shrubs, built a large and comfortable house, and named the whole the 'Forest of Arden.' The Modjeska Ranch, as the property was commonly called, became known for its open-handed hospitality throughout the valley. The famous actress and her husband were simple, deeply religious people and the neighboring ranchers welcomed them as friends. The fact that James Irvine named his only daughter, Kathryn Helena is evidence of their friendship.

"Land values of that long past generation were comparable to wages and farm prices. Irvine offered an undeveloped tract of three hundred and fifty acres at Laguna for \$125 an acre. The Townsend-Dayman Investment Company of Long Beach bought 400 acres at Newport from the Irvine Company for \$200 an acre and 1,280 acres less favorably situated at \$100 an acre. The purchase included 20 acres of water-bearing lands. In 1904, George E. Hart acquired the site now known as Corona del Mar.

"In February, 1907, the manager of the Irvine Company wrote as follows to a prospective buyer: 'We have about five miles around Newport Bay where we have made some sales in addition to about ten miles of direct ocean front. We have some land on either side of the Bay which we would sell, and would probably be willing to sell from a mile to a mile and a half on the ocean front somewhere between the Bay and Laguna. The sales we have made east of the Bay have only run back half a mile more or less. The mile would face toward the ocean but carry you on pretty high ground. If you would take in the mile the price would be somewhat less than the half mile.

" 'A Company is being formed to give all this land a good water supply, the water to be obtained and developed in the artesian belt at the head of the Bay. We would not care to sell all of our holdings at any price you could afford to pay. The land would range from \$200 to \$250 per acre.'

"In 1934, the Irvine Company built a plant to produce salt by solar evaporation on the upper end of Upper Newport Bay. Extensive evaporating ponds and crystallization vats occupy some 250 acres and annual production (1950) now run about 6,000 tons. The great floods of 1937-8 caused extensive damage to the works and carried most of the year's 'crop' out to sea. The salt is only used for industrial uses and the plant is now operated under lease by the Western Salt Company.

"One of the greatest assets of the Irvine Company, especially today, is its long ocean frontage. The ranch runs almost continuously along the coast from Newport Bay to Laguna, distance of eight miles. Most of this long stretch is as yet unsubdivided or developed, but the amazing increase in population, especially in the Los Angeles metropolitan area, the climatic conditions in southern California and the ever increasing demand for vacation and recreation facilities, give to the Irvine ocean-front properties a value, both present and potential, of which an older generation never dreamed.

"As owners of much of the mainland and some of the Islands in Newport Bay, The Irvine Company has attempted to follow a constructive policy, both for immediate and distant future, in the development of its

properties. When the Newport Harbor was improved in the mid-thirties, Irvine joined with the city and other property owners in an exchange of land for straightening and widening the channels.

“As of this writing (1952), The Irvine Company has a number of important sub-divisions on Newport Bay. One of these, The Bayshores Tract, is situated between two channels of the Bay on the ocean side of the Coast Highway, officially known as ‘Alternate 101’ for which the Irvine Company gave without cost the long and valuable right-of-way. The Balboa Bay Club occupies a large area, owned by the city of Newport, directly to the west.

“The Bayshores Tract contains 238 lots, about 95% of which has been built upon, and an unsubdivided area fronting on the Bay. The latter is now occupied by two pleasure boat anchorages but will eventually be converted into residential property.

“The Irvine subdivision known as Cliff Haven is situated on the landward side of Bayshores Tract, upon the Mesa, and fronts on the Palisades. Bay Park Plaza, another subdivision, lies inland from a tract of city-owned property known as Beacon Bay, and the Irvine motel and boat anchorage called Villa Marina. Linda Isle, another Irvine holding, lies between Bayshores Tract and Bay Park Plaza. In its ocean-front subdivisions, including Irvine Terrace, the company has consistently followed the practice of offering long-term leases instead of making outright sales.

“The great increase of population and the shortage of water as a result of the decrease of the flow in the Santa Ana river basin led the city of Newport Beach to join the Metropolitan Water District of Southern California in 1942. The inadequacies of the sewerage facilities, another great problem of the beach city, is now being solved by the inauguration of a county-wide sewer program recently voted in Orange County.

“In the early 1900’s, as previously noted, the Irvine Company sold a tract of land to George E. Hart upon which the city of Corona del Mar (now a part of Newport Beach) has been built. The Irvine Beach and Country Club Estates, a subdivision undertaken during the depression, made little headway at that time but has sub-





(Upper) Lido Office Building, largest and finest of its Kind in the area, was designated a "Million Dollar" Neighbor by Paul A. Palmer, (lower left) Lido Isle Developer. Lido Building owners are William M. Lansdale, Leslie E. Eade and C. M. Shumaker, the latter being the builder; (lower photo) — Engineer's Map of Lido Isle finished in November, 1930, under the direction of Assistant City Engineer John Siegel.





James Irvine, who inherited the huge Irvine Ranch, operating and expanding the holdings for nearly fifty years. He set up the Irvine Foundation that has made possible its continuous growth and which dispenses large community benefactions.





**Myford Irvine, titular head of the vast Irvine Ranch, which has been identified with city's growth since its founding. "Mike" took over with death of his father, James Irvine, in 1947.**





(Upper) — Aerial View of Harbor district showing first step in Upper Bay Recreational development; (lower) — Irvine Terrace with first unit completed and work started on second unit.

and is now known as Shore Cliffs and Corona Highlands." subsequently become a part of the city of Newport Beach

### THE IRVINE FOUNDATION

In Cleland's History of the Irvine Ranch he winds up with an Epilogue, in which he recites the succession to the Irvine Ranch by Myford Irvine and the establishment of the Irvine Foundation with Myford, president of the company and of the Foundation; also plans for the development of the Upper Bay. Here is the story, in part:

"Myford Irvine's grandfather had created the ranch and carried it through the pioneer or pastoral stage of its development. His father had developed it into one of the largest, most productive fruit, grain, and bean ranches in the state. Myford's own unique opportunity and responsibility lay in the development of a large section of the ranch, not for cattle, sheep, orchards, or field crops, but for the use and enjoyment of people.

"This new phase involved two distinct but closely related undertakings — the extensive improvement of the so-called Upper Newport Bay, a large, winding estuary that extends from United States Highway, Alternate 101, some three miles inland into the Irvine Ranch; and the development of a series of ocean and bay frontage communities on the eight-mile long palisades.

"The anticipated development of the Upper Bay is an enterprise of the first magnitude. Briefly stated, it involved the transformation of what is now a solitary, little-used inlet and thousands of surrounding acres of field, pasture and wasteland into a residential, business and recreational community that will have no exact counterpart on the Pacific Coast. Under this master plan, the Irvine Company proposes to make the long reaches of lonely water into an ideal resort for all types of pleasure craft; to provide miles of homes, bathing beaches, boat anchorages, and yachting basins.

"The development of the Upper Bay, on the grand scale and in the carefully planned manner now proposed, involves the co-operation of the state, the federal government, Orange County, the city of Newport Beach, and the Irvine Company. The improvement of the Bay alone will necessitate the dredging of millions of cubic yards of earth and sand.



"It would be folly, especially in today's changing and befuddled world, to attempt to predict the ultimate effect of the proposed development of the Upper Bay and the costal properties upon the assets and profits of The Irvine Company or the Irvine Foundation.

"On February 24, 1937, more than ten years before his death, James Irvine drafted an indenture of trust creating a corporation, named the James Irvine Foundation, to which he assigned 51% of the stock of The Irvine Company . . . Myford Irvine has been president of the Foundation since its inception."

### REMARKABLE HERITAGE

It should be noted that since the publication of the Cleland History more than six years ago, much has come to pass. Supervisor Heinz Kaiser has already started, with the consent of the county board and the cooperation of the Irvine Company, a recreational project in the Upper Bay. In addition a bridge has been built to Linda Isle and the City of Newport Beach has annexed large sections of land and bay running along the eastern edge of Irvine Avenue and including the Upper Bay. This makes it possible for the city and the Irvine interests to cooperate to the fullest extent, as both units have long been on a most friendly basis.

Incidentally, two other enterprises have been launched — The Irvine Coast Country Club, an 18-hole golf course just north of Corona del Mar, and Irvine Terrace, a 200-home subdivision just opposite the Country Club on the bluffs overlooking Newport Bay, an up-to-date, high class project. In all the Irvine subdivisions centering around the Newport Bay district, Earl W. Stanley, realtor, has acted as agent.

### RECLAIMING UPPER BAY SWAMPS

Reclamation of much of the Upper Bay swamps into public recreational projects may be completed by the summer of 1957, according to county supervisors, who have authorized work to begin on Phase Four of a Five-Phase program.

This Phase will create fifty additional acres under a contract with Shellmaker, Inc., total cost to be \$126,000, of which \$37,000 is allocated for 1956. Completion of the



earlier phases resulted in recovering a 15-acre water recreation area and acres of land. In this process channels are dredged and the material used to build up surrounding land.

Of the \$65,000 allotted for the first three phases, \$51,000 was spent in depositing sand on low places and deepening channels to a mean depth of fifteen feet. The 15-acre water area will be used for bathing. When the park is completed it will accommodate an estimated 20,000 people daily with facilities for swimming, boating and picnicking.

# *Chapter the Eighth*

## NEWPORT HARBOR'S FOURTH ESTATE

Hard liquor and a new town were responsible for bringing into being the first newspaper established in Newport Harbor.

In March, 1907, the little town greeted the Newport News. The initial publisher was M. H. Swain, a Santa Ana printer, who previously had picked up various printing jobs on his week-end visits to the beach.

Prior to 1906 the beach was an unincorporated part of Orange County, which was definitely prohibition, so it was not until Newport Beach became a municipality that it could legally become possible for liquor to be sold here, provided a city license could be obtained. The Board was soon asked to grant such a license but the Women's Christian Temperance Union, a most formidable group in those days, voiced a vigorous protest against issuing any licenses.

After a rather hectic time the Board in October of 1906 agreed to issue one wholesale and one retail liquor license. But this did not seem to satisfy all factions, as the first two licenses had been issued to Newporters, thus leaving the east or Balboa end of the new town, without a saloon. So the initial program was abandoned with the Board proposing different plans, none of which seemed to satisfy the thirst of the populace, as it must be remembered that with Newport "wet" and most of the county "dry" the traffic to and from Newport was considerable, if you know what I mean.

This condition remained in a chaotic state until the following spring when a group of citizens raised a purported fund of \$1500 with which to establish a newspaper and the avowed intention to conduct a campaign in favor of more liquor licenses. One of the prime movers, it was asserted, was a gentleman named Thomas Wall, who had an interest in a brewery at Anaheim. Wall had a small summer cottage at Newport and built the struc-

ture in McFadden Place now occupied by "The Stag" and later opened a saloon there.

Whether the campaign for more liquor licenses was successful or not, it has been difficult to ascertain, as copies of those early issues from 1907 to 1911, could not be found, but suffice to say there soon were more liquor licenses on tap with two at Balboa and two at Newport.

The first plant of the Newport News contained a 12 x 18 job press, which was used to print four pages of a 4 col. by 16-inch paper. In addition several hundred pounds of "body" type was used to "set" the paper by hand each week, together with display type, a small 22-inch paper cutter, and the usual equipment required to do Commercial printing.

The initial print shop was located in a little frame building at McFadden Place and Ocean Front, now occupied by the 2-story Stone building, and then owned by Dr. A. T. Couvert of the Long Beach realty firm of Townsend & Vanderwater.

The only early files that could be found reveal Volume 5 which started its year as of March 25, 1911, by Walter A. Cornelius. (This date checks pretty closely with the date of the first publication about March 18, 1907, when the trustees voted to give the Newport News its printing and advertising.) Cornelius issued a 4-col. paper of four pages and his publication day was Saturday. This must have been the day of the week he purchased the paper from Swain, as he printed at the top of the editorial page this opening statement:

"A Weekly newspaper devoted unreservedly to the advancement of Newport Beach and its harbor." The subscription price was noted as \$1.50 a year; advertising rates were \$1.60 per col. inch per month for 4 insertions — or half that price on term contracts. Reading notices were 8 cents a line.

During the presidential campaign of 1912 in which Woodrow Wilson was first elected, the Newport News supported his candidacy and was said to be one of the few democratic papers in Orange County. William Kettner of San Diego was elected to congress from the district that included the counties of Riverside, Orange, Imperial and San Diego. He was a democrat and was supported by the News. This bit of national politics is mentioned because Cornelius was given recognition for his



work when he received an appointment to the Internal Revenue service, which paid him more than he was able to earn with his newspaper and job printing.

But the task of holding two posts was too much, so early in 1915 he employed Robert Durkee to operate his plant. Mr. Durkee persuaded Cornelius to install a larger press so the size of the paper could be increased, and a Diamond Cylinder press, capable of printing two sides of a 6-col. paper, which was 18 inches in depth, was purchased, and the plant moved to two rooms on the ground floors of the May Apartments, built by J. S. Sharps in 1913. The location was 2119 Coast Boulevard, now Balboa Boulevard.

A word about the Diamond Cylinder Press, few of which are in existence and none of which are being manufactured. The Cylinder has a rod through the center which is attached to bearings at each end of the frame work of the machine. Around the body of the Cylinder at one end a leather strap encircles the Cylinder with a ratchet device that connects with the mechanism on the press proper as it revolves. This strap must be kept oiled to keep it pliable and woe betide the pressman should he forget the lubrication, a not infrequent occurrence. If the leather has an off-day and is inclined to be contrary for lack of grease, it just slips up and the ratchet fails to meet the tooth on its revolution. What happens?

Well, the Cylinder decides to travel in the opposite direction, until it meets the type forms on the Press bed, when — Clump! the whole business comes to a shuddering pause. This means there is much smashing of type, profane remarks about the dignity of newspapering and several hours wasted time in repairing the damage. How do I know?

Y'see I was the guy who inherited that pile of stuff in the fall of 1921 when I purchased the equipment, goodwill (?), etc.

Bob Durkee was made business manager of the concern February 13, 1915, and operated the paper with the help of his wife, Ida, and their three children, Dorothy, Harvey and Everett. Some interesting situations developed in those early days. New subdivisions sprang up in various parts of the city. The Townsend people started one. Another was launched along the West Newport sea-

shore by A. B. Rousselle, then a Los Angeles realtor. Lew H. Wallace, who had bought the Newport state bank, from Collins, was interested with Fred Beckwith, W. W. Wilson and others, in another deal at East Newport and Balboa.

A. B. Rousselle, who, in later years became one of the town's most public-spirited citizens, wanted to advertise his lots in The News. According to the Rousselle version he was told by Cornelius that the paper could not print his copy and after persistent inquiry was informed that the Wallace bank held a day-to-day note for \$900 on the paper. Mr. Rousselle says that he finally paid off the mortgage and was thus enabled to advertise.

In 1920 the Durkees bowed out of the Newport scene when he established a paper at Belmont Shore, a suburb of Long Beach, and Mr. Cornelius sold the plant to Mr. and Mrs. Charles Wheatley of Santa Ana, neither one having much knowledge of the newspaper business. The paper struggled along in a haphazard sort of way and the Wheatleys finally made a deal with Lewis Kirkpatrick to run the plant, with an option to purchase.

Mrs. Wheatley, who also held a clerical job in the county treasurer's office at Santa Ana, had little time to devote to the paper. One of her policies regarding news items:

No one was permitted a personal item in the paper unless he or she was a subscriber!

This, perhaps, may have accounted for the dearth of news, but most of the work of editing, writing and printing was left to Mr. Kirkpatrick, who, after he secured an option to purchase, had a rather difficult time in making ends meet, according to the following announcement in his issue of October 7, 1921:

"A country newspaper cannot live without advertising. If the merchants in a community do not advertise the newspaper printed in that community gives a false impression where ever sent. A newspaper is as live as its clientele. In the case of the Newport News it has been more alive than its home merchants. So we say to you, Merchants of Newport Beach, it is your part to support us with advertising in order that you may enjoy a bigger business and enable us to issue a newspaper that will reflect the enterprise of the entire community."

In the early fall of 1921 the writer of this history,

who was then living and operating the Arizonan at Chandler, Arizona, received a letter from George T. Peabody of Newport.

Peabody was a graduate of a college in the east and an able student of forestry and plant life, which had taken him to Arizona. When Dr. A. J. Chandler in 1912 decided to experiment with the growing of long staple cotton he contacted Peabody in Phoenix to come down and supervise such plantings by the farmers.

That was how the writer became acquainted with Peabody, who knew the Meyers wanted to move away from the hot Arizona summers. The correspondence took us to the beach city and after a few days of negotiations with the Wheatleys the deal was made and Kirkpatrick was retained to run the paper until we could take over, which was not until the first of January, 1922. In the interim Bolivar Margwarth, our printing foreman, came over to help Kirkpatrick.

During the 1920's and 1930's Balboa and Newport seemed to entertain an ardent distaste for each other. Some of the leaders of each end of town resented anything that the other did or said and the feeling at times grew acrimonious. There were always a few hotheads who kept fanning the flame. And the old Newport News was not adverse to helping the feud along.

One of these occasions came when the Board of Trustees voted to expend \$1500 for the repair of certain streets in Balboa. This was in the fall of 1921. So imagine our chagrin when a copy of the News arrived in Chandler and a 2-col. box on the front page headed in large type shrieked: "Balboa's Pork Barrel!" The article written by Kirkpatrick, went on to blister the east end of town in no uncertain terms.

Mr. Peabody had secured a lease in the old Barker Building in the 2300 block on the Newport Ocean Front to where we moved the little plant in addition to much new equipment.

One amusing incident I've always remembered. There were piles of boxes on the sidewalk waiting to be opened and the machinery assembled. I went to the barber shop run by Mike Trainor in the Schnitker building two blocks down the strand for a shave. I was still a stranger to everyone in the shop and while I was under the lather



listened to the following conversation between barbers and customers:

"I see someone is bringing in a lotta machines for the News."

"Yea; wonder who it is?"

"Don't know, but the guy ought to have his head examined to try and make a livin' with that rag!"

That first year (1922) was a rather difficult one. Things went along fairly well through the spring and summer but when Labor Day came in September the bottom seemed to drop out of business. Many of the merchants closed up and hied to more profitable climes. You could stand on any corner and a rock thrown in any direction wouldn't hit a livin' soul. The people just appeared to vanish into thin air.

Just before this The Balboa Bulletin was started in 1922 by Ralph Woerz who a year later sold it to Frank Owen. In 1925 the Newport Harbor Publishing Company bought the Bulletin from Owen and the same year purchased the Costa Mesa Courier from J. Winterbourne & Son. Both papers were consolidated with the Balboa Times and Costa Mesa Herald, respectively.

Prior to the sale the feud between Balboa and Newport became more intense. Mr. Owen would slam Newport and Newport would hand it back. Letters and articles by embattled citizens appeared almost weekly in both papers and despite efforts of more peace-loving residents the issues raged unrelentingly. There were two Chambers of Commerce and the meetings were torrid and deliciously outspoken. A few months later The News acquired and "buried" The Bulletin and gradually the growls and debate wore themselves out.

It was a few days before Christmas, 1921, that the Meyers took the train for Los Angeles and then the P. E. to Newport. The trip from Huntington Beach to Newport was over an unending stretch of dreary sand with the rolling Pacific as a grey, gloomy background. We had rented a house on Island Avenue from the late John Lugo and got off the Red car at what was then East Newport. Coming to greet us were two gracious people, with whom we remained fast friends until their deaths. They were Mrs. W. W. Crosier and A. J. (Jack) Twist. Old timers remember them for their unfailing courtesy

and the vast amount of civic and club work they both did.

In the meantime the little community three miles up the hill from Newport was beginning to be heard from and a few intrepid spirits like the late Carl Spencer and Dr. Wherry; Charley TeWinkle, Don Dodge, Dr. Huston and others felt that a newspaper was needed. The Friday Afternoon club started by Miss Alice Plumer, Mrs. Mabel Huston, Mrs. Gunning Butler and others put on a contest to name the place and the cognomen suggested by Miss Plumer, "Costa Mesa," was chosen. And in February, 1923, the Newport Harbor Publishing Co. opened an office in the print shop of Harry Schick on the main street and called the paper the Costa Mesa Reporter, later changed to The Herald. A few months later the Balboa Times came into being, both papers being printed in the plant at Newport.

Some time in the 30's a man named Martin started the Costa Mesa Globe, printing the paper in Santa Ana. A short time later Geo. Fowler, who operated the Tustin News, secured a "piece" of The Globe and later still, The Ludi's, father and son, took over and installed a small plant. Then The Herald backed out of the picture and The Globe became known as The Globe-Herald.

The Ludi's operated their shop on Costa Mesa's Broadway and when Walter Burroughs bought into the business, it was moved across the street into a larger building and up-to-date machinery installed. About 1954 a new building was erected at Bay and Thurin street and the rapid expansion of Costa Mesa proved the Open Sesame for the Globe-Herald, coupled with the energetic driving force of its present publisher, Walter Burroughs.

It may be interesting to note that the Los Angeles Examiner had 220 papers, the Los Angeles Times 180 and the Santa Ana Register 535 in the entire harbor area at that time. A semi-weekly was started by the Newport Harbor Publishing Company in March, 1925, but a year later it reverted back to a weekly.

Henry L. Sherman, author of the first history of Newport Beach, and who had always taken an active and aggressive interest in local politics, started the Harbor Herald in the fall of 1927 at Balboa. This paper, which was printed at the Huntington Beach News in

Huntington Beach, was inaugurated for the purpose of aiding him in the 1928 spring campaign for control of the city council, always a torrid issue and the seat of many an impassioned controversy, just as it is today.

### SOME NOTABLE BATTLES

The Harbor papers were dedicated to the development of the community, and entered with vim and vigor, in any battle that spelled growth and prosperity.

So it was nothing unusual, when in early 1923, it started a campaign for a High School, little realizing that it would take seven years to make that dream come true. It took four years to secede from the Santa Ana School District, and required a special act of the legislature for the High School to become an entity of its own.

When Corona del Mar, until 1940 nothing more than a dirt road to Laguna Beach, began having growing pains, a veteran retired newspaperman ventured the publication of "The Breeze" in 1946. Leo Koch issued his paper the hard way, via mimeograph, but he discontinued it in 1948 as a hopeless task.

Nothing daunted the Costa Mesa Globe-Herald started a small paper, The Ensign, and employed Arvo Haapa to edit same. Perhaps this was superstitiously bad because the date was Friday, August 13, 1948. Later the Herald and Fred Allen, who later was editor of the Mesa paper, on the staff of the News-Press and finally editor of the Garden Grove News, bought the publication in October of 1948. The following March it was sold to Arvo and Peggy Haapa. In March, 1950, Prof. B. N. Desenberg bought an interest but in March, 1953, relinquished his holdings to the Haapas and secured a controlling ownership in the Laguna Post with John Weld. The Haapas are now the sole publishers of the Newport Harbor Ensign.

June 1, 1939, Wm. A. Maxwell, started a commercial printing shop in what is known as the Meurs building at 23rd and Newport Boulevard, Newport. Wybrand Meurs, father of John, today's owner, built the structure, a one-story brick, about 1919. He conducted a butcher shop for a time and later a saloon was located therein and later still a hardware store and a variety store established by Lloyd Claire, who for years was a councilman and a forceful, energetic leader.



In March, 1940, Maxwell, with Walter H. Hitchman, as partner, brought out the first issue of the Newport-Balboa Press. Hitchman didn't stay long and sold his interest to George Shaffer, a Hollywood publicity man, and Charles Crawford. In June, 1944, Ben Reddick, a newspaperman then on the staff of the Los Angeles Examiner, and Crawford bought Shaffers' interest. This was in the spring of 1945 and two years later Reddick took over from Crawford, always a first-rate newspaper photographer, who wanted to devote all his time to that work and to newspaper reporting.

In the beginning The Newport-Balboa Press occupied only half of the Meurs Building, then the entire building in 1948, with a floor space of 750 square feet. A 2-page Whitlock press was installed in 1945 and in 1946 a 4-page Babcock No. 7. By then it was necessary to add 600 more square footage of floor space and expansion kept coming until the year following 756 more square feet were added. In late 1947 another 1,000 square feet were added and an addition was built on a lot in the rear of the Meurs Building on 23rd Street in 1951 and another 1,000 square feet provided.

So rapid has been the growth of the Newport Harbor News-Press (the present name change was made in November, 1954) that the 8-page Duplex roll press installed in 1951, was discarded for a 16-page Hoe rotary press, plus a required stereotype department and 2500 more square footage was needed to accomodate them.

The writer retired from the publishing scene in 1946 when he sold his controlling interest to Sam Porter of Riverside and a year later Lucius Smith came down from Canada and bought Mrs. Nora Wade's minority interest. Then these two young men had the brave thought that the time was ripe for a daily and proceeded to start one. But the city's growth did not warrant such a daring move and financial troubles beset the pair to such an extent that repossession was necessary and Weathers & Cotton of South Gate bid the plant in and after operating it for a year sold in 1949 to Reddick who still does business as the Newport Harbor Publishing Co. and carries The News at his masthead with the Press.

Today the News Press issues a paper on Mondays, a Costal Shopper and regular paper on Wednesdays and

a News-Press on Fridays; the editions run from 16 to 32 pages, 8 columns wide, quite a jump from the little 4 column, 4-page issues of 1907. Just recently Gilbert Farrar, the world-famed typographical wizard of Laguna Beach, revamped the style and makeup of the papers in a most pleasing manner.

Printing is now done on a 64-page Hoe press that can produce 45,000 papers per hour. It is possible to print three colors on eight pages of a 32-page paper. The News-Press plant, its operation, its content and styling have brought nation-wide recognition to the community in addition to first-place awards in national editorial contests.

The Newport Harbor district under the present News-Press militant regime, can look forward to a Fourth Estate that will ever battle for the city and harbor its workers and owners fiercely love.

### THE SHERMAN LIBEL SUIT

Following the bitter campaign of 1938, in which the Sherman group captured control of the council, Sherman brought a libel suit against the opposing paper for \$55,000. Roland Thompson and W. Maxwell Burke, brother of J. Frank Burke, then publisher of the Santa Ana Register, were Sherman's attorneys and Forgy and Reinhaus represented Meyer and his Newport News.

The case was tried in October of 1938 and the following account appeared in the local papers:

"In a suit asking \$55,000 damages and lasting five days, H. L. Sherman, former editor and publisher of the Harbor Herald, was awarded damages of one dollar against S. A. Meyer, publisher of the Newport News and Balboa Times, by a jury in Superior Judge Allen's court. Judge Allen stated later that the court costs rest with the plaintiff, Sherman.

"The case was the outgrowth of the last political campaign, when both editors made charges and counter charges against each other. Many columns of vituperative matter and a number of cartoons were presented to the jury. Both Meyer and Sherman were on the stand a day and a half each and both were subjected to a gruelling examination.

"In Meyer's cross examination he declared that Charles Crawford, an employee of the Santa Ana Register and who now edits the former Sherman paper, had approached Meyer to purchase his papers on behalf of J. F. Burke, and that he was told that the suit would be dropped in case a deal was made. (The Register daily printed vivid headline details of the trial slanted in behalf of Sherman.)

"Sherman admitted under cross examination that he had not been injured 'personally, socially, politically or financially' by the offending articles. Paul E. Kressley, former city engineer, was one of the best witnesses on the stand, his testimony of the various items of alleged poor public improvements, being unshaken by the plaintiff. F. H. Owen, former owner of the Balboa Bulletin, also was a good witness, his testimony aiding both sides.

"Those testifying for Mr. Sherman were L. W. Briggs, M. J. Johnson, Hermann Hilmer, Paul Ellsworth, (the last three were trustees elected on the Sherman slate), J. H. Estus, V. A. Tripp, Alfred Smith, Charles Crawford, J. P. Greeley, Helen A. Freytag, Frank Crocker and W. L. Clemons.

"A masterly presentation was made to the jury by Fred Forgy of defendant's counsel, and his statements were a clean-cut resume of the entire situation."

A few days after the trial Mr. Sherman sold his paper to Mr. Crawford, who, after a few publications discontinued it, while Mr. Sherman took a long cruise and visit to Islands in the South Seas.



# *Chapter the Ninth*

## NEWPORT HARBOR SCHOOLS

From 207 pupils in September, 1929, to 1926 in September, 1955, Newport Harbor Union High School has made a steady growth, not only in the number of students, but in the completeness of its curriculum, its position as a civic force in the communities which make up its district and the high aspirations for its boys and girls. Its faculty has grown from 12 to 80.

From the start of Newport Harbor and its surrounding towns the whole area had been part of the Santa Ana high school district and pupils had gone to high school, either by train or bus. Many local pupils had preferred the high school at Huntington Beach and had taken the electric cars to that school.

Promotion of the local high school district proved to be a battle that was carried on for seven years until voters in the Harbor area finally approved \$410,000 in bonds to build a school and the local district became a fact. The first board consisting of Dr. F. C. Ferry, Theodore Robins, Mrs. Frances R. Nelson, Judge D. J. Dodge and Leroy P. Anderson, had its troubles as it had to get a school started, and up to the time of the sale of the bonds had no money with which to work. Mr. Robins only served a few months, or until it was learned that the newly formed district needed to buy busses. As he was in the auto business and as he wanted to bid on the transportation equipment, he resigned. Albert H. Fitzpatrick, one of the best liked merchants in Newport, was appointed by the county superintendent of schools to fill the vacancy.

Taking it for granted that the bonds would be voted and sold, the board went looking for a principal and finally settled on Sidney H. Davidson, who at that time was vice-principal of the Huntington Beach High School. Working without pay for the next seven months Davidson directed efforts of the architects in developing plans for a new type high school building, one with a high percentage of effectiveness and service.

From that point on the school has grown until today it represents an investment of more than a million and a half dollars. Not only has the present plant been built with the original bond issue, that bond issue has been paid off and the whole plant erected with the school's tax budget, so that until plans were developed for the new school plant in Costa Mesa, the public has not been asked for any additional taxes, or to endorse any more bond issues.

The first year of occupancy of the new high school was a hectic one with the concrete still damp and the building hard to heat. There was a din of hammers, drills and concrete mixers and pupils and teachers, new to their surroundings had difficulty maintaining attention. The senior class that year still attended Santa Ana high school. All the school programs, athletics, scholastic and civic, had to be developed and traditions had to be evolved from the raw material.

Progress of the school as marked by completion of new buildings is recorded as follows: 1940, mathematics wing, four classrooms, \$22,470; 1948, metal and machine shop, \$80,500; Snack bar, \$20,000; eight army barracks, moving and restoration, \$15,000; 1949, Girls physical education facilities and swimming pool, \$370,201; 1951, Dodge Hall, 19 classrooms, \$295,814; 1953, District administration offices, \$66,294; 1955, home art building, \$345,000.

Board members and the years they have served follow: Leroy P. Anderson, 1930-32; D. J. Dodge, 1930—; F. C. Ferry, 1930-32; Mrs. Frances Nelson, 1930-33; Theodore Robins, 1930-30; A. H. Fitzpatrick, 1930-49; Mrs. Albert Parks, 1933-34; S. A. Stowell, 1934-38; G. E. MacGinitie, 1940-42; W. B. Mellott 1932-47; J. A. Beek, 1933-54; Braden Finch, 1942-50; Lillian W. Butler, 1947-53; Hadd Ring, 1949—; J. Leslie Stefensen, 1950—; Donald Dungan, 1953—; Zoe Rae Barlow, 1954—.

Judge Dodge is the only one of the original board still serving and he and Anderson have many memories of the struggle the community went through to break the district away from the Santa Ana district. Mrs. Anderson still has a complete clipping file of events that





**Aerial View of Today's Plant of Newport Harbor Union High School; (lower) — Initial High School Board of Trustees when Institution was Organized in 1929. Left to right: Theodore Robins, Judge Donald J. Dodge, Mrs. Francis Nelson, LeRoy Anderson, Dr. F. C. Ferry.**





(Upper left) — Dr. Basil H. Peterson, president Orange Coast College;  
(right) Hubbard Howe, one of founders and first trustee, Orange Coast College;  
(lower) — Sidney H. Davidson, initial and present principal Newport Harbor Union High School.



Newport Beach Grammer School, Oldest School in District, of which Horace Ensign was Principal, serving longer than any other Educator Here; (lower) — Horace Ensign Elementary Institution at Corona del Mar and Named after late Horace Ensign.





(Upper, 1 to r) — Publishers W. A. Maxwell, Ben Reddick, Sam A. Meyer;  
(lower) — Dedication of Newport News Building in early 40's, (1 to r) Capt.  
Earnshaw, Actress Joan Blondell, Mrs. and Mr. S. A. Meyer.



made up the winning fight that culminated in election of the board and passage of the bonds.

One item that shows the kind of management Harbor taxpayers have received from their school boards and the men who have represented them is seen in pupil transportation. At the opening of the new high school in 1930 the district bought five buses. The last two of those buses were replaced last year.

But it is not alone in the care of transportation facilities that the management is to be commended, but also in the foresight exercised in anticipating the growth of the area in which the High School serves.

The board and the principal have long had their optics on the old army air base as a possible site for a second High School building. Mr. Davidson recalls, thus:

"Application for 70 acres of surplus land on the old Santa Ana Army Air Base for a second High School was made on March 9, 1953. A great amount of time and effort has been spent in an attempt to secure this site and to save the taxpayers in excess of \$350,000. At the present time (March 1, 1956), the site is being screened by the non-defense governmental agencies for disposal, and the prospects of acquiring the land in the very near future are extremely bright but not certain. Cooperative efforts from Senator Thomas Kuchel and Congressman James Utt have aided greatly."

### THE SEVEN-YEAR BATTLE

It took seven years, many court battles, continuous skirmishes with Santa Ana school authorities and State legislative action to secede from the county seat. The period was from 1921 to 1929. Some of Sherman's History on the subject is well worth presenting to the thousands of students who have passed through its portals since then:

"In May, 1921, the State Legislature added a section to the Political Code which required county supervisors, under certain circumstances, to incorporate in existing union high school districts all elementary subdivisions not already included in the major units. The various elementary districts were quite helpless in the matter of their inclusion in the larger groups, and their only alternative was a choice between calling an election to determine which union high school district they preferred, or the formation of their own district.

"In the resultant assimilation by the Santa Ana Union District of several outlying elementary units, Tustin was the only section which escaped. There it proved feasible to establish a new high school. Newport Beach and Costa Mesa, viewing the future with optimism, foresaw none of the consequences of inclusion in the Santa Ana district, and were swallowed unresistingly. Those residents of the harbor section who were thinking a number of years in advance supposed it would be a simple matter to withdraw from the County Seat district.

"At first it was held that residence in Santa Ana was a requisite for election to the Board of Education. Then a legal ruling was obtained to the effect that any elector of the union high school district was eligible. As a result of this opinion, C. W. TeWinkle, of Costa Mesa, became a candidate for a seat on the Board. When the votes cast in Santa Ana were counted it became apparent that for one living in the union high school district, but outside the city limits, the right to sit on the Board of Education was to be cherished — but not exercised.

"December 9, 1922, the Santa Ana Union High School District voted bonds in the sum of \$250,000 for new buildings. The issue was carried by a surplus of but three ballots over the requisite two-thirds vote, and less than fifteen per cent of the electorate reported at the polls. Two additional adverse votes in the harbor section would have defeated the bond issue, and had the residents of that area been gifted with prescience it is probable these votes—and many others—would have been forthcoming.

"After the bond issue had been voted the Board of Education announced it intended to build a junior high plant with the quarter of a million dollars. There was some controversy at the time as to how clearly the Board had made known its intention prior to the election. The consequent building of the Julia Lathrop School, on South Main Street in Santa Ana, kindled the spark of secession in the harbor section which later burst into flame. The Union School District erected the structure in question without actually creating a junior high school district. At least members of the Board stated such a unit had not been created, although in so far as public knowledge and debate at the time were concerned the matter appeared to be a moot question.

"Without the authority of a junior high school district it is doubtful whether the Santa Ana authorities could have compelled the attendance of seventh and eighth grades from the harbor districts. At any rate the arrangement was made that only seventh and eighth-grade pupils from the Santa Ana city schools should attend the new junior high. Whether ninth-grade pupils attended a junior or senior high school was a matter of small moment.

"The subsequent arrangement proved highly satisfactory to Santa Ana, and equally unfair to the harbor districts. While the actual cost of operation for the first and second years at the Julia Lathrop Junior High was assessed against the elementary school districts of Santa Ana, the cost of the building and equip-

ment which housed these two grades was charged to the entire high school district. In other words, the Newport Beach and Costa Mesa districts were paying their pro-rata share, approximately twenty per cent, of the cost of a school plant which accommodated Santa Ana's seventh and eighth-grade pupils. This situation was brought to the notice of the public by Mrs. Donald J. Dodge, of Costa Mesa, through the newspapers.

"By the Spring of 1927, public desire for a union high school plant on the coast line had crystallized to such an extent that withdrawal petitions were circulated. These papers, drawn up in accordance with the prevailing provisions of the Political Code, called upon County Superintendent of Schools Mitchell to arrange an election for ascertaining the wishes of Newport Beach and Costa Mesa electors with respect to secession from Santa Ana, and the formation of a new union high school district.

"The first signatures on the petitions were obtained in Costa Mesa on March 1, 1927. At this time Newport Beach was sending thirty-seven students to high school in Santa Ana, and was paying an annual tax to the Santa Ana Union District of \$42,000 — education that cost over \$1,100 per pupil per annum. Part of this high cost was due to the interest and sinking fund for the \$250,000 bond issue that built the Julia Lathrop Junior High School, two thirds of which structure was devoted exclusively to the use of Santa Ana city pupils.

"When the petitions were presented to Mr. Mitchell, that official stated he was sorry, but the law provided absolutely no means by which an outlying elementary school could withdraw from a CITY union high district. The sections in the Political Code mentioned every other kind of a union district with respect to withdrawal proceedings, but the words, "city union high school district," did not appear. The Orange County District Attorney's office filed a written opinion sustaining Superintendent Mitchell.

"With the issue thus clearly revealed there remained but one possible means of relieving the intolerable situation — legislative action plus court action.

"With legal and legislative battles imminent the fighting blood of the harborites was aroused, and both the Newport Harbor and Costa Mesa Chambers of Commerce called a meeting and named a joint High School Committee. The firm of Diehl and Anderson was retained to bring a mandamus suit to compel Superintendent Mitchell to call the desired withdrawal election. Funds for the legal fight, and for the later legislative battle were raised by popular subscription.

"Mitchell refused to call the desired election, and a Mandamus suit was filed on February 21, 1928, by Donald J. Dodge, Lew H. Wallace and Fred W. Opp as petitioners, against R. P. Mitchell, as County Superintendent of Schools, defendant.

"The Demurrer to the Petition was sustained at the hearing on March 2, 1928, but formal 'Judgement Dismissing the Petition' was not entered until April 24, 1928. The case was at once



appealed and, November 15, 1928, Division I of the Second Appellate District, sustained the action of the lower court. The road was then cleared for carrying the matter to the legislature.

"With the convening of the 1929 Legislature, a bill was introduced amending the existing school code to the end of permitting withdrawals from a city union high school district. The bill was introduced by Assemblyman Ted Craig, of Brea, and both he and State Senator Nelson Edwards, of Orange, ably engineered its passage. At first it was dubious as to what attitude the state educational machine was going to take on the matter. Both the Santa Ana Board of Education and County Superintendent Mitchell, endorsed the bill in writing. Had this action not been taken it is improbable the bill would have passed. Superintendent of Schools Cranston, of Santa Ana, seeing two choice plums slipping out of his basket of defenseless elementary school districts, wrote a letter to Sacramento requesting that the bill be defeated. For this action he was taken to task by his employer, the Santa Ana Board of Education.

"Passed in the Spring of 1929, and signed by Governor Young, the muchly-desired bill became effective on August 14, 1929. The next day new petitions were circulated asking Superintendent Mitchell to call a withdrawal election. This he did promptly, and, on September 21, 1929, the electors of the Newport Beach and Costa Mesa school districts, by a vote of 894 to 23, chose to withdraw from Santa Ana and form their own union high school district."

## NEWPORT BEACH GRAMMAR SCHOOL

The first educational unit in the harbor section was the Newport Beach School District, which included what are now the Newport Beach, Costa Mesa, and Fairview sections, and the school was located near Fairview Hot Springs. The Newport Beach School District was created January 16, 1894, and the original board of school trustees consisted of William Schirmer, clerk; John McMillan, and J. H. Sharps. The first local school house was built without cost to the community, as the McFaddens gave the material and residents of the neighborhood donated their labor. The building, which is still standing on the corner of 19th Street and Court Avenue, was erected in 1894, and until it was finished the Hill Hardware people offered the use of their cottage located on 20th Street. The first teacher was Emma Moore, who came from Little Rock, Arkansas, and she had eighteen pupils.

A list of some early-day teachers follows: 1894, Miss Emma Moore; 1895, Miss Lizzie McFadden; 1896, Miss

M. E. Warner; 1897, Mrs. Josephine L. Miller; 1898-1900, S. B. Wright; 1901, Miss Lillian A. Tate; 1901, Miss Anna Buell; 1904, Miss Anna Livingood. Starting with the year 1905-1906, when the school moved into its new building on the ocean front, two teachers were employed. For the first three years these were Miss Effie Nugent, and Miss Marie Martin. In 1908-09, the teachers were Miss Effie Nugent and Miss Mildred Crosier, and the following year Miss Pearl Grant, and Mrs. Miriam S. Porter.

The small school on 19th Street served its purpose for eleven years before it became inadequate to house the growing body of pupils. In 1905, the first real school building in the community was constructed; a structure known to many as the old city hall.

By 1912, the school house by the Newport Pier had been outgrown, and, on March 9th of that year, the School District, by a vote of 108-10, approved of a \$27,000 bond issue for the acquisition of a new school plant.

The old school house was leased to the city from July 1, 1912, to December 1st of the same year, for rental of \$1,000, and with an option to purchase for \$5,000. The option was exercised December 2nd. In 1919, Principal Horace O. Ensign, (now retired; deceased in 1956) was engaged. At the time Professor Ensign took over his duties there were three teachers and ninety pupils.

By 1922, the school had again outgrown its housing facilities, and a bond issue of \$58,000 was voted by the District on May 2, 1922, to enlarge the existing plant. With the precedent of 1912 at hand, when the city had bought the old school building and an entirely new establishment had been acquired, a scheme was evolved for the city to buy the school property of 1922. The sale money, added to the \$58,000 obtained from the bond issue, was to be used in developing another educational plant. The wisdom of such a course did not appeal sufficiently to the voters of the city to obtain the necessary two-thirds majority, and, on August 15, 1922, the proposed municipal bond issue of \$50,000 for buying and remodelling the school building failed by a margin of 151-76. The trustees

accordingly proceeded to enlarge the school facilities with the \$58,000 in hand.

The 1955 board included Harvey D. Pease, president; Mrs. Louis E. Csenar, clerk; Gordon B. Findlay, James D. Ray and Melwood A. Berry. At the May, 1956 election, Mr. Findlay, who had been on the board for years, was replaced by Milo Lacy.

Supt. Roy O. Andersen took over the reins three years ago. At present the Newport school has 24 rooms and 776 pupils. To this building have been added the Corona del Mar school in 1945 with 15 rooms and 446 pupils; Horace Ensign school, 27 classrooms, 2 home economics rooms, two shop rooms, one music and art room, library and gymnasium with 932 pupils; Harbor View school with 26 rooms and 779 pupils and the new Newport Heights school with 56 rooms.

Supt. Andersen is already planning for another building on Irvine near 19th Street and believes that at the present rate it will be filled as soon as it can be built.

## HISTORY OF ORANGE COAST COLLEGE

By **Basil H. Peterson**, President

For many years the people of the coastal area of Orange County had wanted a junior college. Their desire in this regard was made manifest in the spring of 1946 when the Boards of Trustees of Huntington Beach and Newport Harbor Union High School Districts requested authorization from the California State Board of Education for permission to hold an election for the purpose of forming a junior college district.

After completing a survey, the State Board on September 25, 1946, recommended an election and on January 27, 1947, the voters decided to establish Orange Coast Junior College District.

A great deal of credit and praise is due those who gave generously of their time and energy in promoting the college in its infancy. The people of the Orange Coast Junior College District are indebted to Sidney H. Davidson, District Superintendent, Newport Harbor Union High School; Raymond M. Elliott, District Superintendent, Huntington Beach Union High School; Judge Donald J. Dodge of Costa Mesa; Donovan Lawhead of Seal Beach;



Louis Conrady of Westminster; Braden Finch of Newport Beach; and Dante Siracusa of Huntington Beach. The last five men constituted the first Board of Trustees, as appointed by County Superintendent of Schools Linton T. Simmons.

In May, 1947, the people elected Donovan Lawhead of Seal Beach, Louis Conrady of Westminster, Hubbard C. Howe of Newport Beach, Harry LeBard of Huntington Beach, and Dr. Horace Parker of Costa Mesa as members of the Board. This group proceeded to select an administrative staff consisting of Dr. Basil H. Peterson, president and District Superintendent; Dr. James W. Thornton, Jr., Vice President; and Mr. William F. Kimes, Assistant Superintendent in Charge of Business.

After long negotiations with the War Assets Administration, the college secured access to 243 acres of land on the former Santa Ana Army Air Base with 68 buildings suitable for college use on February 1, 1948. Much credit is due Congressman John Phillips, who rendered valuable aid in securing government approval.

It is anticipated that a new science building will be constructed and ready for occupancy by September, 1956. When completed, the college will be able to accommodate 2,000 regular day students. It is also significant that the buildings and campus developments have been financed on a pay-as-you-go basis.

#### COLLEGE IN OPERATION

On September 10, 1948, the citizens of Orange Coast Junior College District attended open house, and on September 13 class instruction actually began, with five hundred twenty-one full time day students. On Sunday, October 2, 1948, Orange Coast College campus was dedicated. On this occasion, Dr. Merton E. Hill, former professor of education and Director of Admissions of the University of California, Berkeley, gave the dedication address.

Orange Coast College has grown rapidly and in the fall of 1955, had 1,264 regular students attending day classes. During the 1954-55 school year, 5,052 different persons attended adult classes. Including summer school, regular day and evening classes, Orange Coast College during 1954-55 provided educational opportunities for 8,794 different citizens.

# *Chapter the Tenth*

## FISHING AT ITS BEST

Nowhere, and I do mean nowhere, is commercial and sport fishing comparable to this section of the Southland. You can go back a half century or more and find the coves, inlets and ocean scoured for the finny tribe.

The great bulk of the denizens of the deep today are brought in via boat, although much of it is done off the Newport Pier, still one of the most favored spots of the hook and line boys, whose attendance at the shrine of the glistening trophies are said to exceed 1,000,000 people annually.

Fall and winter seine fishing has brought some repercussions, while the importation of packed Tuna, etc., from Japan and elsewhere, has resulted in demands on Congress for defensive laws. However, anglers continue without number, which is attested by dozens of sport-fishing craft, commercial boats and fish lovers invading these shores yearly.

So far as this writer knows this port holds the record for the largest striped marlin swordfish ever caught. Alfonse Hamann, a druggist at Balboa, who later sold out to Lonnie Vincent, landed such a mammal weighing 692 pounds on August 18, 1931. The catch was made with standard tackle from a local charter vessel.

Today the industry has developed into a commercialized business. Individual hunters of the sea are now organized into Newport Harbor Grange No. 776 with 120 members. Paul Connor is the Master, elected in 1956. There are regular Anglers clubs, to-wit: Balboa Angling Club, Newport Harbor Lady Anglers, and Newport Harbor Yacht Club Tuna Club. At one time four or five canneries were in operation, but these have declined into one management.

About 1934 Walter M. Longmoor came into the canning business and operated Western Cannery. They subsequently acquired the West Coast Packing Company from the Curtis Corp. of Long Beach and today operate the only cannery on Lafayette Avenue, Newport Beach,

known as Cannery Row. Theirs is a co-partnership embracing Longmoor, J. E. Spangler and T. A. Thomas. Mr. Longmoor estimates there are about 150 commercial fishermen operating out of the harbor today and they bring in an average yearly haul of about \$300,000 worth of raw fish which is processed into canned tuna, mackerel, etc. Mr. Longmoor, incidentally, has been a member of the city planning commission, a job he has held as chairman with more or less joy and grief for nine years. One must not forget the California Marine and Curing Co., conducted by Gregory Gorby, and which went into the hands of a receiver in 1952.

Perhaps the oldest living commercial fisherman is Al Dixon who came here so many years ago that even Al is a bit hazy, but sometime in the late 1890's.

John Hormen, oldest wholesale and retail fish dealer, opened for business in 1920 with Casper Vtko as assistant. At that time there were eight fishing boats in and out of the harbor. One must not forget the Hemstreet Brothers, Jim Stauss, Rube Schafer and his brother Bill, while Jack Souder always brought in his usual load of fish.

Reliable estimates of the gross business pertinent to navigation and boating activities and commercial fishing was more than ten million dollars in 1955. In 1933, it was but \$373,000.

How does this break down? Figures are available accurately for 1950. An increase of 20 per cent can be logically used to point up a growth through 1956.

In 1950 \$4,500,000 was spent on boating activities including slip rental, boat storage, boat repairs, marine supplies, fuel, new boat construction, boat sales, excursion boats and sport fishing.

The Commercial fish business was good that year, amounting to \$1,275,000 — sale of fish on the wholesale market was \$990,000. In 1933 the figures were \$63,000 and \$71,000 respectively.

The payroll of business pertinent to boating was \$1,100,000 in 1950 — in 1956 an estimated \$2,225,000 paid in wages and salaries.

Water borne commerce was 14,000 tons in 1950 and in 1956 exceeded 20,000 tons.



## DIXON CLAN OLDEST INHABITANTS

(By Evelyn Dixon)

Checking back through the years, an interesting but rather difficult operation, ye scribe has come up with the observation that about the oldest inhabitants of Newport Beach were the Dixon Clan. At least some of the descendants of Joseph Hamlet Dixon, storekeeper, postmaster, boat builder, say he alighted in California in 1873. Of course there were the McFaddens, the Irvines, the Collins and others who unfolded the pages of Newport's History, but aside from the Irvines, none maintained as consistent a course of over 80 years as the Dixons.

The elder Dixon was born in Utica, N. Y. in 1840. He served three years in the Civil War in the 11th Cavalry, and married Margaret MacNamee, just over from the ould sod of Ireland. They had two sons, Joseph H. Jr., and Albert E. (our Al) When Al was still in his infancy, his parents travelled by ship down the east coast to Panama, crossing by land and taking another vessel on the Pacific ocean to San Francisco, then down to Los Angeles. After ranching in the San Bernardino mountains, later running an orchard at Olive, they came to Newport.

The senior Dixon ran a small grocery and while thus engaged helped George Brockett, the postmaster, make out his quarterly reports. The latter always had trouble in keeping track of the stamps, postcards, etc., thus causing the Los Angeles postal inspectors to make jaunts down to unravel the burdensome figures. When Brockett appealed to Dixon to help him, and when the orderly and correct reports began to arrive at Los Angeles, the inspectors came down to see "how come." It was not long before Brockett's resignation was accepted and Dixon appointed to fill the post.

The Dixon store and postoffice was located at the corner of 19th street and Central Ave., and according to Al Dixon was situated in exactly the center of the present Balboa Blvd. It was demolished and some of its boards used to build the floor in Al's home on 19th Street. The boat shop the senior Dixon used in boat rentals still stands in the rear of Al Dixon's property. It should be remembered the old Bay channel curved in and out there before the land was filled.

When Joseph Dixon died in 1902, Al returned to New York, later marrying Lillian Joy, and the pair came to Newport Beach. Al worked on the Newport pier as a stevedore and then started commercial fishing. Later he labored for the city, part of the time at the pumping plant. He was the dean of the fishing fleet for years and on May 18, 1956, was 84 years old, while in March of the same year, the couple celebrated their 65th wedding anniversary.

Their two sons, Joseph H. and Lewis followed in the footsteps of their Dad, and engaged in the fishing business. Joe is still in the live bait business while Lewis has been with the South Coast Co. for several years. That the Dixon line is destined to go on and on, is shown in the fact that Joe married Maud Funk, whose family came to Orange county in 1915. (Her father was Geo. Funk who worked for the city.) They have two children Albert G. and Agnes. Albert has continued in the fishing trade. He married Dorothy Renders and two children, Joseph R. and Edward G., were the fruits of this union, while Daughter Agnes married Dwight Topping and are the parents of a boy and girl.

Lewis Dixon married Eva Smith in 1914, her family having come to Harper, (Costa Mesa) in 1911. They have two daughters, Myrtle, who is the wife of Eugene Elliott, and Louella, whose husband is Howard Crowder. The Elliotts live in Balboa and the Crowders in Fullerton.

### THE ORIGINALS

It was in the early '90s that many of the first Newport settlers came to the beach, although the original resident there was probably Robert Duarte, who is said to have lived in the harbor district prior to 1868. Henry Starck came in 1890 and alternated his time between fishing and working on the pier. Rudolph J. (Big Jim) Stauss arrived in 1892, and engaged in the fishing business from that time on. A. N. Smith, destined to be the only two-term trustee for a number of years, came in 1894, also doing fishing and pier work at first. Gordon S. Shoemaker, A. E. Hawley, Terrell Jasper, Dave Winans, and John W. Struckenbruck, the first city marshal, had all arrived prior to 1895.

## BALBOA ANGLING CLUB

(By J. B. McNally)

The Balboa Angling Club was founded in 1926 and incorporated in 1927. The By-Laws say that it was formed for the purpose of furthering the sport of rod and reel fishing, the conservation of fish, and the good will of fishermen.

It was felt by the founders that the waters around Balboa were just as productive of big game as the island water off-shore, which up to that time had enjoyed this distinction.

For the first five years the club maintained a membership of from one hundred to one hundred and seventy-five members. Many of the members were not what might rightly be called anglers, but they did enjoy the regular weekly meetings.

A club room was rented at Balboa and through the generosity of one of the members, was furnished with complete cooking and serving equipment for one hundred persons. Bean feeds were the usual weekly routine.

Records were kept, an annual tournament was held and minor tournaments within the club were enjoyed.

During these years all money collected from fines, over and above expenses of that meeting, went into a building fund to be used for a club house.

In 1930 the club, like all the rest of America, was mortally affected by the depression. It was necessary to give up our room and for some years the funds for trophies for our Annual Tournament were lacking. Some special tournaments, however, were sponsored by the club, the Chamber of Commerce furnishing the trophies.

In the year 1930 our Bank of Balboa became insolvent, thereby reducing our building fund by about half. The remaining amount was invested in a Building & Loan Association to draw interest until we were in a position to use it.

In 1931 the club membership had dropped to a mere handful of loyal members who were determined to hold the club together. They decided that to get a record of all fish brought into the harbor it would be necessary that they all be weighed on the club scales.

As an inducement to have them all brought there, the club issued to any person taking a Marlin or Broad-



bill, a certificate on parchment paper recording the catch. These certificates have been issued ever since.

The club properties during these years were transferred from place to place and practically all lost. Many of the carefully compiled records also went the same way.

In 1939 a new attempt to revitalize the club was made. New officers and directors were elected and a paid secretary on a part-time basis was hired. Sufficient funds and interest were lacking, however. Later, when new officers and directors were elected, a resolution was adopted to the effect that officers and directors should sustain until such a time as new ones were elected, and members were in good standing until a new election was called.

During all these years much credit should be given to Mr. Harry Welch of the Newport Harbor Chamber of Commerce who was our acting Secretary. His assistance and good counsel carried us over many rough roads.

In the winter of 1945-46 our weighing station on the Harbor Master's Pier was done away with due to enlarging the office. It was necessary for us to find another weighing station. The City Council was contacted and a free lease was obtained on our present location. Great support was given us by members of the other Tuna Clubs, so that with their efforts added to our own and our small building fund, we were able to borrow from our enlarged membership sufficient money by the sale of certificates to build our present club house and pier. Building contractors, plumbers, electricians and painters all gave their services at a minimum cost to make this possible.

Today we are proud to be the largest and one of the most active saltwater clubs on the coast. Our debt to our certificate holders has been reduced 60 per cent.

#### PAST PRESIDENTS

Down through the years the club has had a group of notable men to serve as president and to steer the organization through the many hazards that beset such a body, especially during the late 20's and 30's. Here is the list to date:

1926, Roy Summers; 1927, Frank L. Smith; 1928, M. S. Robinson; 1929, Tom O. Jay; 1930, W. S. Smith, Jr.; 1931-35 M. S.

Robinson; 1936-38, Frank W. Crocker; 1939-40, C. Harold Hopkins; 1941-46, Edward H. Allen; 1947, Frank Linnell; 1948-49, J. B. McNally; 1950, George P. Pross; 1951, Edward H. Allen; 1952, Angus Potter; 1953, Dr. C. M. Beebe; 1954, Frank Sawyer; 1955, Fred Hershorn; 1956, Curt Dosh.

(There is one little quirk that it would not be amiss to mention. Keeping a guiding hand on the ins and outs of fishing and the club's activities is J. B. McNally, who, in his quiet, unobtrusive way has contributed more to the sport of ocean operation than any other man in these parts. He is a true gentleman, an ardent sportsman and a community citizen of the first water.)

### NEWPORT HARBOR LADY ANGLERS

Acclaimed the largest women's organization of its kind in the world, Newport Harbor Lady Anglers, with a limited membership of 100, is an unique club because its fem. members go after game fish, and the largest in the deep.

A small group met in September, 1949, to further the sport of rod and reel. They were the wives of business men and sport fishermen, and so rapid was the growth of the group that in November of the same year they were certified as a member of the International Game Fish Association.

Its motto: "To interest ladies in rod and reel fishing; to aid in the conservation of fish in local waters and to encourage good sportsmanship among its members."

Its first president was Mabel Stevenson, while other former chief executives were Leta Skeen, Olive McKenzie, Clara Keeler, "Dick" Greeley, "Pipey" Johnson and Stell Marshall. For 1956 Doris Powers was chosen it's head officer.

These charming and active gals take a lusty and spirited delight in the art of snagging the hefty water-breathing vertebrate and have chalked up some mammoth specimens to their credit. Lily Call, in March, 1949, after an exhaustive struggle, dragged in a 191-pound Marlin. In August, 1951, the largest catch of Albacore (nearly 200) in the history of the club, was brought in by some 14 ladies.

Salmon occasionally invade these waters and in 1955, Mary Etta Smith, hooked the only salmon caught by a club member. Again in that year, Dortehea Kins-

father, with medium tackle, landed a 135-pound Marlin. Other members are equally adept at angling — for fish, I mean.

But aside from their enthusiasm for fishing the club delves in philanthropic endeavors and twice yearly entertains the handicapped children of Orange County. In addition they hold two social affairs annually — a prelude to the opening of the charter boat season, and the trophy award dinner. To what do they attribute the success of their splendid efforts? — teamwork!



# *Chapter the Eleventh*

## MARKING THE HARBOR

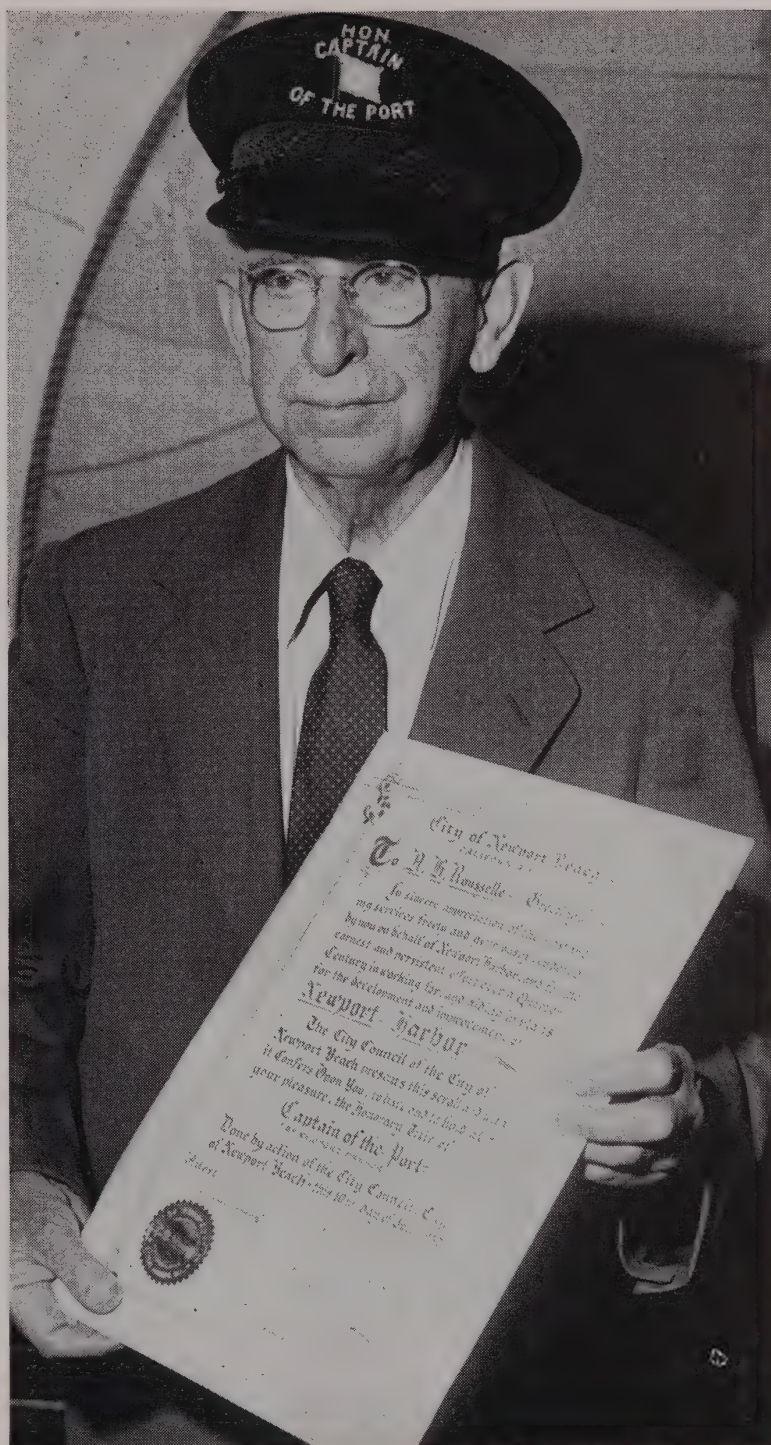
In the year 1919 the governing body of the City of Newport Beach decided that, since we were building a harbor, there should be a Harbor Master. So this office was created, and consideration given as to who the fortunate individual should be up on whom this honor was to be bestowed. The office promised no salary, other than an allowance of \$25 a month for operating the Harbor Master's boat. There was no wild stampede to secure the appointment.

J. A. Beek offered his services and was appointed, though some of the city trustees were doubtful of his capacity to discharge the responsibilities of the office.

A jetty had been built, some channels had been dredged, but there was no light on the jetty, no bell buoy in the ocean, and no channel marks of any nature. The new Harbor Master corresponded with Major Rhodes, Superintendent of Lighthouses for the Pacific Coast, whose office was in San Francisco, and paid several visits to that very competent public official, in an attempt to plan adequate markings for the harbor at a minimum cost.

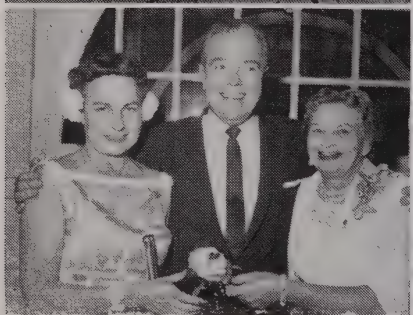
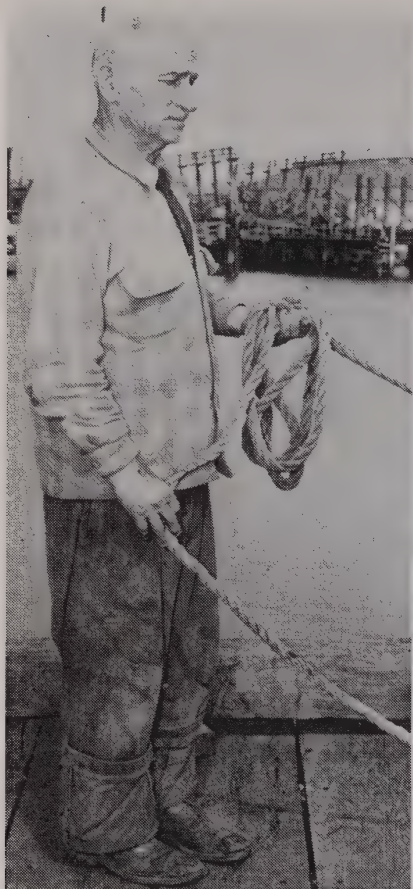
Channels in the bay at that time were narrow, shallow, and tortuous. If the channel were to be marked with side channel marks it was evident that a picket fence of them would have to be built along each side of the channel. The water was not deep enough to permit the use of spar buoys, so it was planned to use center channel buoys, marking only the main channel, and placing them so that a boat could steer directly from one to another, passing the buoy close alongside on either hand.

Casting about to find something inexpensive with which to construct these buoys, the humble galvanized family wash tub of old seemed to present a solution. Two tubs were used, one inverted upon the other, with a red-wood 6x6 cut the right length to reach from the bottom of one tub to the bottom of the other. A long galvanized ring bolt was run through a galvanized bridge washer, then through a hole in the bottom of one tub, vertically



A rather belated recognition was given A. B. Rousselle, one of most energetic Harbor supporters, when he was given title of Captain of the Port in 1950 by the city of Newport Beach.





(Upper left) — John Hormen, at 68, regarded as dean of the wholesale fishing business, coming here in 1920; (upper right) — James B. McNally, one of founders of Balboa Angling Club and life-long fishing enthusiast; (lower left) — Doris Powers, 1956 president, Lady Anglers; (center) — Bill Gwenn, TV announcer and principal speaker at 1956 banquet of Lady Anglers; Stell Marshall; Mary Etta Smith, who caught the only salmon in 1955.



through the redwood block, out through the bottom of the other tub, through another washer, and snugged tight with a ring nut. It remained only to solder the tubs together and paint them, as required, with vertical black and white stripes, and to run a light chain from the ring bolt to a small concrete anchor.

The Harbor Master, with the aid of Jack Nicklas, made up one of these contrivances and found that it worked satisfactorily. The superintendent of Lighthouses gave his approval, and the Harbor Master reported at the next meeting of the council, outlining the necessity for channel marks and asking for an appropriation of \$300 with which to construct and place six of them. One member of the council, after listening to the request of the somewhat diffident and relatively inexperienced Harbor Master, addressed himself as follows:

"Gentlemen: the Harbor Master of the City of Newport Beach has spoken. The final and ultimate authority on all things nautical, has done us the honor to be present at this meeting, and from his profound wisdom has made a recommendation which, in his mature judgment, will be of benefit to our harbor. Whether we agree with this distinguished public official or not, there is, perforce, nothing that we can do but to follow his recommendations. There can be no appeal from his decision because there is no higher authority."

"Therefore, I move that the sum of \$300 be appropriated as recommended, and that the Harbor Master be authorized to clutter up our channels with these contraptions to his heart's content."

The channel marks, which Claude Putnam promptly labeled "Joe Beek's hat boxes" were installed. The first one showed a disposition to wander, because the anchor was not heavy enough, But this defect was corrected.

Once the inner channel had been marked, mariners of all classes began to agitate for the installation of aids to navigation at the entrance. Again the Harbor Master called upon Major Rhodes to request that lights be placed on the jetty and a bell buoy be anchored seaward of it. (There was no east jetty at that time.) The response was not immediate. The argument was made that there

was not enough use being made of Newport Harbor to justify any considerable expense.

But one day in the fall of 1922 a bell buoy was anchored about a thousand feet south of the end of the jetty. The Lighthouse Service was thanked for this aid to navigation and was asked to consider the placement of range lights on the jetty. Upon invitation of the Harbor Master, Major Rhodes spent a day in the area making a thorough investigation. Commercial fishermen, under the leadership of Al Dixon, addressed a letter to the Bureau of Lighthouses in Washington, asking that lights be installed.

On September 22, 1923, Major Rhodes wrote that plans were being prepared to install two white lights on the jetty and a red light on the rocks on the east side of the channel. He stipulated that the city would be required to supply concrete bases on which to mount the jetty lights.

Here is a report to the City Trustees:

October 1, 1923

#### REPORT OF HARBOR MASTER

Board of Trustees

City of Newport Beach

Pursuant to instructions some two years ago, the Harbor Master has been in correspondence with Maj. H. W. Rhodes, Superintendent of Lighthouses of the 18th District, with reference to the establishment of lights at the Harbor inlet, in which correspondence he has had the co-operation of Mr. Geo. Peabody, Mr. Paulsen Visel of the Vaquero Steamship Co., and others. In conversation with Maj. Rhodes in San Francisco last May he promised to visit Newport Harbor and investigate the situation personally, which he did on Sept. 14th, spending considerable time in going over the situation at the inlet, inspecting it from a motor boat and from the shore.

At the conclusion of this investigation he said that he believed a flashing white light should be established at a point near the end of the jetty, another at a point about 700 ft. from the shore end of the jetty and a red electric light on the bluff on the east side of the inlet at a point which he and the Harbor Master agreed upon.

Under date of Sept. 27th Maj. Rhodes writes he is

having plans prepared for single pile structures not less than 14 inches in diameter and 25 feet in length to be set in concrete bases upon the jetty. Maj. Rhodes intimated that the government will supply the lights and arrange for their care and will expect the City to provide the structures on which they are to be mounted. He estimated that these structures would not cost more than one hundred and fifty to two hundred dollars each. If agreeable to your Honorable Body, upon receipt of Maj. Rhodes' plans, the Harbor Master will obtain estimates covering installation of the necessary structures.

Respectfully submitted,

J. A. BEEK,

Harbor Master

Getting sand, gravel and cement onto the seaward end of the jetty presented a tough problem. No commercial boating concern would chance its equipment in those exposed waters. To meet the situation a barge and the small ferry boat "Islander" tackled the job.

The "Islander" was secured abaft the barge with its bow in a V shaped block on the stern of the craft, with lines from the bow, amidships, and astern leading to posts on the corner of the flat boat. With a load of gravel, sand and cement, and Duke Gardiner at the wheel, this flotilla nosed in against the rocks at the end of the jetty on December 7, 1923.

Mr. W. S. Meyers of the Lighthouse service had been assigned to supervise the installation of the lights, and was on board the "Islander" when this landing was made. Also helping were Antar Deraga, Louis Dixon, Jack Nicklas and the Harbor Master. A gangplank made of two-by-twelves was run out onto the rocks and the barge was kept from drifting sideways by lines to rocks on the jetty. It could not be secured because of the danger of being wrecked on the rocks as the surge rose and fell. It was Duke Gardiner's job to keep it in place without letting it drift too far back or in too close. This he did.

As soon as the gangplank was run out, the Harbor Master got a sack of cement on his shoulder and started for the jetty. Just at this juncture a wave lifted the barge high enough so that the end of the gangplank moved



upward sufficiently to trip him, hurling the sack of cement gurgling into the briny.

Someone shouted: "That's one more rock on the jetty."

The next attempt was successful. By selecting high tides and calm spells, all necessary material was ferried to the end of the jetty and Newport Harbor was equipped with its first light.

Immediately thereafter a range light was placed near the shoreward end of the breakwater and a red light on the Corona del Mar bluff. Antar Deraga was given custody of these lights.

As the harbor was developed, a lighted bell buoy replaced the old bell, and light buoys and piles were installed throughout the harbor.

### THE HARBOR MASTERS

When the city was incorporated it was not long before some action was needed to take care of the boats that came in and out of the bay, even though they had to cope with the unpredictable and dangerous Entrance. Also the new city was liable for damages in case of accidents, as its wise and learned city attorney, Clyde Bishop, often pointed out.

That meant that some person conversant with boats and navigation should aid the little town. Joseph A. Beek, who came here in 1907, seeking ways of earning a livelihood, took over the job with small pay, if any. The writer's first acquaintance with a harbor master was with Tom Jay, father of T. Weston Jay, a local insurance broker. Mr. Beek served until 1922 when Mr. Jay was appointed, serving until 1928.

He was succeeded by M. S. (Robbie) Robinson, who held office until 1933, to be followed by Thomas E. Bouchey, 1933 to 1942. Russell E. Craig took over from there and is still in charge. He has watched the harbor grow from less than 1,000 vessels to over 5,000 in 1956. Craig graduated from the police department to the office, located just off the Washington street pier at Balboa. When the harbor department moved across the bay to its present location, the harbor master went along, despite vig-

orous protests from the citizens of Balboa, who claimed it would result in a loss of business.

Mr. Robinson started the "Pacific Skipper," the first yachting magazine to be printed in the Southland outside of Los Angeles, and finally resigned to devote more time to that and other private jobs. Likewise, Mr. Bouchey retired when Al. Anderson and a group of men founded Yucca City, and migrated to the desert to open a restaurant, later selling out and moving to Idaho.

H. Morgan Noble, Harbor engineer, said that the records of the Harbor Commission did not go back beyond 1941 and the foregoing was secured from R. L. Patterson, former city engineer, Weston Jay and others. He stated that while Mr. Patterson was by title, Harbor Master from 1942 to 1946, Mr. Craig actually performed those duties.

#### EARLY-DAY BOOSTER MAGAZINE

In August, 1914, a monthly magazine, "South Coast Facts," decided to represent "The safest and best beaches on Earth," covering the 40 miles of Orange county shores. It was a most entrancing publication, depicting in expansive language, the lure and delight of many sections, some of which have since disappeared. The little volume is the valued property of Weston Jay, insurance broker, whose father, Tom Jay, was for several years, harbormaster. Following are a number of bewitching articles from the publication:

"Down by the sunset sea to the south of Los Angeles lies a coast line that for beautiful, safe and sandy beaches is unequaled in the entire world; a coast line indented with some of the most beautiful and delightful bays and inlets in existence, and a coast line that is soon to be famous all over the world. It is now practically only in its infancy, but with the opening of the Panama Canal and the great rush of people that is bound to come to Los Angeles and California, this South Coast will grow within the next five years faster than any other section of the great Southwest, and become a world renowned playground from one end to the other.

#### MELROSE MESA

"The select colony that came into existence last

spring when the Melrose Mesa Association purchased five hundred and fifty acres of land on the bluffs, just above West Newport and overlooking the Pacific Ocean, and named it Melrose Mesa, has made great advances toward becoming one of the noted show places, as well as one of the most desirable home centers along the South Coast.

"Even this, 'the first summer of its existence,' has been a great success, hundreds of people have visited it, many of whom selected sites for future homes and summer residences. Prominent among those who made purchases were Bishop Joseph H. Johnson of Los Angeles. Streets are being graded and other work for beautifying the tract is being planned.

"The numerous gatherings and conventions held during the summer have all been a success, prominent among them being the Los Angeles Convocation on June 15-16; Boys' Camp, June 20 to July 12; Summer School, July 13 to 24; Clergy Lectures from July 27 to 31; School of Missions, August 3 to 24; Girls' Camp, August 10 to 24. Melrose Mesa is fortunately situated to hold such gatherings, for the rowing, canoeing, motorboating and sailing afforded by the still waters of both river and bay, as well as the bathing in both bay and ocean, make it ideal.

"Great changes will take place at Melrose Mesa within a short space of time. A great Auditorium is to be built, and numerous homes and buildings will soon be erected on the tract. Now is the time to buy before prices are advanced, which they surely will be in a very short time. And furthermore by buying now you are greatly assisting in the advancement of the cause of Christian education. (Such a place as Melrose Mesa has since disappeared.)

## NEWPORT BEACH

"All signs point to the fact that in a few short years Newport Beach will again become an important shipping point as well as a great resort. The United States Government has recently approved plans for making a harbor of Newport Bay, and bonds will be voted immediately for making a start on this great work, which is of so much importance to Newport and the whole of Orange



County. Then the County Supervisors have already let contracts for the building of a portion of the Coast Boulevard between Los Angeles and San Diego, and work is now being done on one end of it. When this boulevard is completed it will mean much for the general prosperity of Newport and the whole South Coast and the citizens of Newport are getting ready to take advantage of the prosperity that is practically within their grasp.

"Streets have recently been graded and oiled, and cement sidewalks laid in all directions, new homes and buildings are going up on all sides, the most prominent of which is the new Barker and O'Meara Block, which has just been built by two of Newport's most progressive citizens. This up-to-date building has two large stores on the ground floor and a number of elegant apartments on the upper floor. The building of a large and commodious bathhouse and the opening of the State Bank of Newport have both contributed largely to Newport's present prosperous condition. Newport owes much to Mr. Lew Wallace, the president of the bank, for it was he who interested Steve Townsend and others in the opening of the bank. Ever since its organization Mr. Wallace has taken an active part in the affairs of Newport, and his efforts and influence have been the cause of many local improvements, most prominent of which is the new bathhouse.

### "WEST NEWPORT"

"Great opportunities for investment and permanent homes are now offered at West Newport, as the western portion of Newport Beach is called. The Coast Boulevard which is to extend from Los Angeles to San Diego is now under way and will soon be completed, and this will be the most favored drive for automobiles in the whole Southwest. It will be dotted with homes of millionaires at different places along its course, their residences facing the ocean and the convenience of a garage fronting the boulevard. This great boulevard runs right through West Newport and is bound to have much to do with its future growth and prosperity.

"Then the United States Government has just approved the plan to make a great harbor out of Newport Bay, and this will cause further advancement through-

out this whole locality. Now is the time to get located in this most favored section while prices are low and terms can be obtained to suit everybody.

### "NEWPORT HEIGHTS"

"Situated on the bluffs adjoining Melrose Mesa, and near the main boulevard from Newport to Santa Ana, overlooking Newport Bay and the Pacific Ocean, is Newport Heights. Here will be found one of the most delightful and favored residential districts along the whole South Coast. Near it you will find the beautiful grounds and handsome modern club house of the Orange County Golf Club, and many shrewd investors are buying here now. For with the coming of the Coast Boulevard between Los Angeles and San Diego which passes just below it and the making of a harbor at Newport Bay, prices will soon bound upward. Now lots may be obtained at prices ranging from \$550 upwards and on terms to suit. The view from this point is superb, as close by is the winding Santa Ana River, which empties into beautiful Newport Bay nearby; then there is the bright blue of the Pacific as far as the eye can see, with Catalina Island in plain view to break the monotony, while on the other side far in the distance looms the grand Sierra Nevada Mountains.

### "EAST NEWPORT"

"East Newport lies between Balboa and Newport, and fronts on both bay and ocean, making it one of the most desirable places for a home or rest and recreation to be found. It has graded and oiled streets, cement curbs and sidewalks, good gas and electricity, water and telephones, hotels, stores and restaurants. The Pacific Electric Railway passes through the center of it, giving excellent service with Los Angeles and also the other cities along the South Coast. Besides the Bay Island Club, which is located on Bay Island, just across a short bridge from East Newport, the South Coast Yacht Club, has its Station A here. This adds a recreative and social feature which is greatly appreciated, especially so on account of its spacious ballroom, with its beautiful hardwood floor, where many pleasant dancing parties are held. East Newport offers many inducements to the home seeker or investor, especially at the present time, and the East

Newport Town Company will cheerfully give all necessary information to new comers or answer all inquiries by mail.

### "BALBOA"

"Endowed by nature to always be one of the greatest show places in Southern California, Balboa is prospering and progressing more than ever before in its history. Its fame and many exclusive advantages have been heralded afar, causing a continuous steady growth that is enjoyed by few cities.

"Situated as it is between beautiful Newport Bay and the Pacific Ocean, it is most inviting both to the permanent resident and the pleasure seeker, for its climate is incomparable both winter and summer, and the still waters of Newport Bay offer advantages for bathing and boating that are not excelled on earth.

"The streets are graded and paved, cement sidewalks and cement curbs are everywhere, its stores and shops are inviting, its homes and apartments are cozy and home like, and it is the ideal place to spend a vacation; or better still become one of its residents and enjoy life to the full all the year 'round. For the fishing, boating, bathing, dancing and many other pleasures will never permit you to have a dull moment.

"The Main street at Balboa runs from the long pier out in the ocean at one end, down to the large pavilion which is situated on the bay at the other. This pavilion, always surrounded by boats and pleasure craft in endless variety, is a beautiful sight as viewed from the bay side. It was built by the original founders of Balboa, and besides having numerous landings for boats, quarters for the convenience of bathers and numerous little stands, it possesses a highly polished floor for dancing in the upper story which is the scene of many a dancing party, as well as being used for public dances of a refined class. The five-cent per dance plan prevails here.

### BALBOA ISLAND

" 'A miracle, nothing but a miracle,' was the expression of an old settler when he first viewed Balboa Island one day last week, when the writer took him on one of the Pacific Electric fast fliers down the South



Coast to visit Balboa and Newport Bay.

" 'Why, where are the marshes!' he exclaimed. 'I used to shoot ducks and geese all over and around them when I lived down on the ranch.'

"But alas! the marshes are all gone and in their stead is one of the most beautiful little islands in the world, settled with a happy and contented people, who have built homes both large and small and of varied lines of architecture, some modest little bungalows, others of more pretentious, two-story dimensions, while on a little Collins island all to itself was a mansion that would call for particular attention and favorable mention in any place or clime.

"The scene was one of delight and beauty, cement walks and laid-out streets were everywhere, electric lights for lighting, gas for cooking, a complete sewer system, and good and sufficient water system, were other modern improvements to be found on this miraculous enchanted isle; people walking and enjoying life on all portions of it, and boats hurrying to and fro in all directions and all around it. No wonder the old-timer said 'A miracle.'

"Balboa Island may well be called a miracle, for in reality it is one of the choicest places to live or spend a vacation in the State of California, and is fast becoming the realization of the fondest hopes of Millionaire W. S. Collins, its maker and founder. Today with its beautiful environs it offers as great opportunities and advantages to the homeseeker or investor as any other place on the South Coast, and at prices and terms that are within reach of all."

# *Chapter the Twelfth*

## YACHTING'S EARLY DAYS HECTIC

(By Bert W. Brintnall)

Yacht clubbing started in Newport Harbor as a step-child.

On April 18, 1911, members of South Coast Yacht Club of Wilmington voted to let Newport Harbor yachtsmen organize what was known as South Coast Yacht club, Station A.

That was before the breakwaters were built and getting into and out of the harbor was a problem of picking the right breaker to come in and hoping for the best when a yacht was headed out. The probabilities going either way were that the yacht would bump a few times on the sand bars that kept forming. These little items discouraged the sailors from San Pedro and Station A faded out of the picture in 1914.

It was Oct. 22, 1916 that club business perked up again and at a meeting at the home of Fred Beckwith with J. P. Greeley as chairman the Newport Harbor Yacht Club was born with Dr. Albert Soiland as commodore and P. H. L. Wilson as vice commodore. It cost \$5 to join and a dollar a month to keep in good standing. It was finally voted to close the charter list and have the club start Jan. 1, 1917.

The first board of directors of the new club included Wilson, I. B. Potter, A. B. Rousselle, W. W. Wilson, Leonard A. Atwood, Beckwith and Soiland. Sept. 8 the club rented the home of Mrs. Mary Curtis and one row boat for \$20 a month, and so the club had a home to which Rousselle donated a rug.

The first commodore, Soiland, had come to the Harbor in 1903 and on his first trip bought a lot, which was still under water, on the promise that the promotor would fill it, which he later did. The lot was near the pavillion and cost \$1500.

That Soiland was a real yachtsman is shown by his building his first two boats, Viking I, an 18 foot open boat with a one-horse power engine and Viking II, a

35-foot motor cruiser, in his back yard at Hollywood.

It was two years later that the club bonded itself to buy its present site. The club then had 150 members and the initiation fee was raised to \$10.

Perhaps one of the best illustrations of the conditions under which the early yachtsmen played and worked is the description of an ocean race held in 1919 in which there were six entries. The rigs and size of these boats were so different that, racing under the San Diego rule, Viking III had not even started out at the time the first boat came in, because all sails, even those in the locker, were figured in the handicap.

One of the most popular developments of the Newport Harbor Yacht Club has been the "Snowbirds," which were the idea and have been the lifework of James M. Webster. It was back in 1924 that Webster was looking for a boat that the younger members of the club could use, a sail boat that would not cost too much and one that could be sailed in the inner waters of the harbor. The idea came to him from seeing his son sailing a clinker-built rowboat, "Nigger Boy," belonging to Capt. Sherman (not the Sherman of Sherman's History).

A design in an old "Rudder," a boating magazine, appealed to Webster as just what he had been looking for and it was arranged with a builder, Tom Broadway, to build three boats to the design at \$200 each. It took two years to get the first boats into the water, but they proved to be just what Webster and others in the club were looking for. The first "Snowbird" was named the Tom Robin.

Through Webster's efforts the snowbirds were adopted as the monotype for Olympic racing at the 1932 Olympics and sailors from all over the world tried their hand at getting speed out of the little craft.

Sept. 28, 1947, the Snowbird Yacht Racing Association was formed and this group has directed the annual races for the little craft ever since. Appreciation for Websters' efforts were voiced in a resolution passed by Newport Harbor Yacht Club stating that since Webster had built the first snowbird and "started this fine class on the Pacific Coast and had always been a friend and supporter of this class; be it resolved that James M.



Webster be commended for his foresight and thanked for his consistent support."

This is signed by another of the stalwarts of Harbor yachting, J. A. Beek, who was commodore that year, 1926. And of whom it can be said: "You can take the sailor from the sea; but you can't take the sea from the sailor."

### JOHN BANKS, SAMOAN SURVIVOR

Those who were fortunate enough to know club-foot John Banks, chef and manager of the dining room of the Newport Harbor Yacht Club, relished his recitals of the "Samoa Incident," when a violent hurricane swept the Samoan Islands in 1889. John was a cabin boy on the old ship, "Vandalia."

It will be recalled that the tragic storm sunk many Navy vessels of several Nationalities, which were assembled in the harbor at Apia. It was a time of high tensions and suspicions that the German Kaiser's Navy, which had several ships there, had designs on the Islands.

News came that a tropical storm was brewing and the ships were warned to get out of the harbor and into the open sea, but the warning came too late for some of the war craft. Three of these were already on the rocks, the German Adler, Olga and Eber cruisers.

John Banks' memory of that fateful ordeal recalls:

"Those three vessels were already on the beach and never had a chance. Three American warships, the Nipsic, Trenton and the Vandalia, on which I was stationed, put up a valiant struggle, but were unable to make headway against the terrific gale. They were blown and driven inland, but in such a position as to allow most of the crew to escape through the breakers to shore.

"Two British ships, which were heavily powered, were able to forge their way through the channel to the open sea. We never thought they'd make it, but they did, and while all of us were pretty battered up, we gave them a cheer as they slowly worked their way out. Yes, it sure was a terrible sight; we lost our ships and our gear, but," he concluded with a grin, "I'm sure glad to be safe here in Newport Harbor."

## SUCCEEDED BY TED GARNETT

Banks served the Yacht Club for many years and when death took this kindly, friendly servitor, it was but natural that Ted Garnett, who had served under him for many seasons, should gain the coveted post. Ted came here in the early 30's to join the dining room staff of the Yacht Club and in the 25 years he has been on the job, he has catered to the great and near-great.

This pleasant, soft-spoken food custodian, is as glamorous a personage in his way, as was John Banks in his adventurous career. Ted is a master of the histrionic arts; he attended Howard University in Washington, D.C., then a term in the Episcopal College in Providence, R.I., and when he ended his studies in 1906, decided to follow hotel and resort work.

While the famed eastern resorts had their appeal, he always had a hankering for the West, and at the Los Angeles Country Club, where he served as a waiter, he made many friends among his patrons, who also were members of the Newport Harbor Yacht Club. It was but natural that his next and final decision was at Newport Harbor.

"Yes, sir! Grandest of them all," he says proudly, "is our own Newport Harbor Yacht Club," and it is here that he has delved his way into the hearts and minds of the thousands who adorn the tables of the club, both adults and children, who are fond of him for his efficiency, his thoughtfulness and his loyalty.

Ted is a 32nd degree Mason, long a member of Egyptian Temple No. 5, Los Angeles. He knows his Shakespeare, his Milton, his classics, but his greatest and most comforting book is the Bible.

## FORTY-FIVE YEARS AGO

(By Gus-the-Gardner Wurdinger)

(Note: Gus Wurdinger came here in 1910 and is one of the few citizens alive today who took an active part in community life. He was a volunteer fireman, did his stint at policing, handled commercial fishing, cared for the yards of the wealthy, promoted gardening and wrote a column on that topic for the old Newport News. — The Author)

The big items of interest, aside from the daily business activities of a small town of perhaps 1000 permanent souls, was the daily Smelt haul on the Newport ocean front just west of the Newport pier. The Smelt were netted and dragged up on the beach, with visitors helping the horses on the end of the ropes.

There were three active seiner gangs — Al Dixon and his two sons, Lew and Joe; Jim Stauss and Al Hemstreet; Nick and Frank Suttora. Each outfit owned several horses to haul in the nets and I have seen upwards of ten tons of Smelt brought in daily. These horses were also used in the Volunteer Fire Department. The Smelts were shipped as far as Salt Lake City and San Francisco.

When a blaze was discovered it was customary to shoot a gun to scare the natives, then rush up on the pier, where the old fog bell was mounted, and bang out the alarm with a bar or iron. Horse owners rushed to a little shanty east of the pier where the "hose wagon" was housed, and the first one there received \$2.00 for his services from the city. This "wagon" was just a large, two-wheeled hose reel. Later, about 1915, the city bought an old piece of equipment from Long Beach, I believe.

Immediately east of the pier, upon which trains ran and the old S.P. station stood, was the school house, which later became the city hall. Between these two landmarks, Lou Smith operated a bait and tackle stand. Immediately to the west, where the Stone building now stands, was the John McMillan store, run by Hugh and Sadie McMillan, his children. This was also the Postoffice and Telephone station. There were not more than 50 phones in those days on the whole Peninsula. Also to reach Santa Ana or other points, the call had to be put through at the station. What if a call came



in, or you wanted to phone in a hurry or needed stamps — if the clerk was waiting on a cash customer! Well, who was in a hurry, anyway?

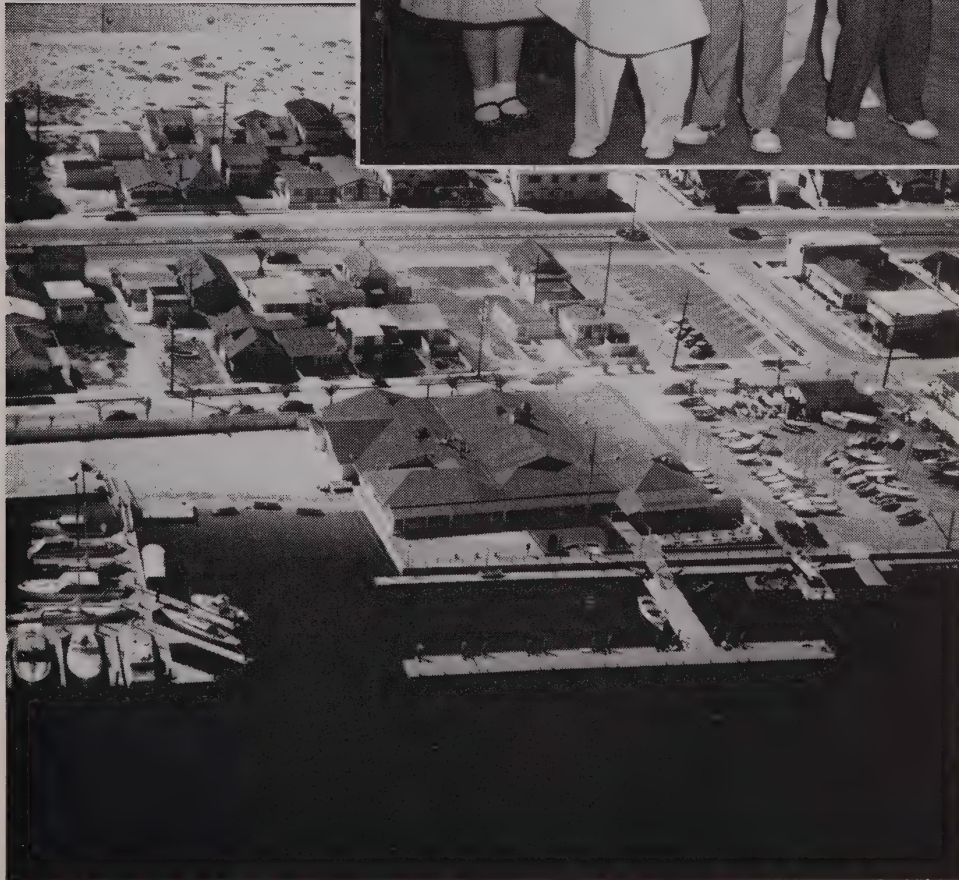
Going on down the strand you came to Joe Schnitker's Drug Store. There was a trap door in the floor behind the prescription counter, which led to a small basement. Yep, you guessed it — there was the liquor supply. (Prohibition days, you know.) Next came Mrs. Lizzie Harrison's Lunch Counter and adjoining Len Stone's barber shop. Across the Alley was the Rube Shafer home, Dad Winkler's Box Ball Alley and "Red" Simberg's photo gallery. "Red" later became city electrician. Then there was Smith's Pool Parlor and the balance of the block contained small houses.

Starting at 23rd. and Ocean Front was Lew Wallace's Bank and next to that the bath house (destroyed by fire a few years later) with dressing rooms on the lower floor and a dance hall above. In front of this building were two small store spaces, one an ice cream emporium, the other the city hall and marshal's office. When the council met and the little quarters contained the five members of the board, the clerk and city attorney, together with a few interested citizens, you had a room full, and the general public had to stand outside and listen to the proceedings.

Then came a two-story frame hostelry, called The Newport Hotel, with Harry Reichenbaugh as manager, and after that the Peabody Grocery. That was all the businesses on the Water Front.

Other old timers were Tom Wilson, who ran a barn and livery stable opposite 22nd. street on the bay-side. This later became the city yard, which a few years ago was relocated where it is today on Superior Street. In the first city yard was located the "hoosegow." It had bunks for two occupants and was used mostly for sobering up celebrants. Those days, before all the dredging changed land around, high tides often spread from the bay over the entire territory as far as the railroad trestle that run up to the pier.

While the tides were only temporary and not over a foot deep, rowboats were a common sight on what was then called Central Avenue. One Sunday morning just at dawn, the town was awakened by loud cries



(Upper left) — Admiral Albert Soiland, one of Yacht Club Founders; (upper right) — Ted Garnett, veteran Chef at Christmas party; (lower) — Yacht Club basin, boats and buildings.





(Upper left) — Gus Wurdinger, an early, early citizen, who did almost everything from gardening to side shows. He's riding a "stunt" auto back in 1915; (upper right) — where telephone exchange was located, operated by Ethel (Sharps) Crego, (right), while Nancy Tillitt ran the store; (lower) — Basking Shark weighing 2,000 lbs. caught by the Suttoras in 1911, lying near Newport railroad trestle.



coming from the city yard. It emanated from the "hoosegow," where an inmate, awakening, looked through the bars and saw he was surrounded by water.

"Let me out! Let me out!" he shrieked, "the levee has busted!"

When one desired to go to Santa Ana one could rent a horse and buggy all day for \$1.50 or take a train to Huntington Beach and then board the shuttle line (four round trips daily) to the county seat. "Going to town," always meant Santa Ana, but "Going to the city" always indicated Los Angeles. One bought a round trip ticket for a dollar, good for thirty days, via the big red cars, but anyone coming to Newport Beach from Los Angeles could get a round trip for 75 cents, good for ten days.

But wise guys beat this discrimination. A man coming down for more than ten days would put his return check on a store's cash register. So the locals bound for the city, would "borrow" the stub and use it going in, get a new ticket at the P.E. depot, 6th, and Main, round trip, replace the stub in the store where it was good for another ten days. Thus Collis P. Huntington was deprived of a 25-cent profit.

Later "Jitneys" were established on the Santa Ana run in the form of Ford touring autos at a cost of a dime each way. Also a "Dinky" four-wheeler P. E. car ran to Balboa and return every half hour. The fare was 5 cents each way. But this service was maintained only until 6 p.m. when the car was left on a siding at 15th. street. After that hour you either walked or took a row boat.

California had a poll tax law then (repealed a few years later) which was about as popular as Prohibition. A voter was supposed to pay two dollars annually, or work a day on the roads. The idea was accepted but not the manner of collection. The county handled the set-up and "farmed" it out. The collector received 50 cents from the two bucks and every official who handled the remaining fund took his percentage, until finally when the state department got the money, only two-bits was left.

When a collector was seen getting off the street car, (he came down semi-annually) word was quickly

passed up and down business row. Now on the beach near the Newport pier, at the time the city was formed, an open-air Pavilion had been constructed to serve public lunches. This lunch room was raised about four feet above the sand, latticed on three sides, the fourth, which faced the ocean, was left open to save expense. So, when word came that the collector was in town, nearly all the business men of voting age scurried down to the opening of the lunch room where they remained until the poll tax man had vamoosed. The clerks left in the stores were mostly women, and as they did not vote in those days, were exempt.

# *Chapter the Thirteenth*

## HARRY WELCH — CREATIVE BUILDER

The Chambers of Commerce of Newport and Balboa led a precarious existence in the early twenties. Each Chamber had "little truck" for the other, but in early 1923 the two became one and came up with the title: Orange County Harbor Chamber of Commerce. The reason: to promote Newport Harbor.

Back in Phoenix, Arizona, lived Harry Welch, who had survived the San Francisco earthquake, gone to Phoenix to guide that Chamber for more than two decades. Why did the harborites pick on him? Mostly because his work was well known to George Peabody and Editor Sam Meyer who had bought the little Newport News 2 years before, both knowing his great achievements in the Salt River Valley of Arizona.

Welch began working here in July, 1923, and in the 30 years since, in the opinion of this writer, should be given much of the credit for the development and rapid growth of this entire region. Financing of the Chamber was through the advertising tax of the city; in 1928 came one of the usual political upheavals of the council and with that upheaval they ousted Harry Welch. The flimsy excuse was due to the claim that the C. of C. did some of its work for Orange county, hence the city could not legally spend its funds on that body!

Whot happened? Well George MacLeod came down from Ventura and took Welch's place as secretary. It was MacLeod who inaugurated Easter Week, a yearly event and an invasion of the beach by thousands of college boys and girls. Efforts to control this unruly mob has cost the city thousands of dollars, the police untold labor and protesting citizens continuous anguish.

Several years later MacLeod resigned and Welch was returned to his post. Those of you living in this generation know of the Welch accomplishments. When some project started by a group seemed doomed to failure, they appealed to Welch for aid and he generally worked them out of their difficulties. The cry came always: "Let



Harry do it!" And he usually did. Quietly, without fanfare, the man labored early and late to promote the interests of the community — and Newport Harbor.

In 1949 another one of those political battles, which always seemed synonymous with the harbor, flared up. Dick Drake, as mayor, and a person seeking to make a record of something or other, began complaining about the advertising fund. He didn't like the Chamber's way of handling the \$10,000 or \$12,000 fund; said the city should do the spending; illegal, unethical, 'n what have you! He also sought an ordinance requiring every household to install a garbage disposal, which, of course, has nothing to do with advertising. Or has it?

Fred Sorensen, now in the ceramics business at Laguna Beach, was president of the C. of C. that year. A joint meeting of the Chamber and the city dads was held, presumably over the advertising fund spending. Mr. Drake demanded an accounting, which, I understand, Mr. Welch furnished and which, I also understand, came up 100 per cent clean.

But the upshot of the feuding and fussing was that Harry Welch was released as secretary and the uproar that followed shook the town to its bay and ocean edges. Although Hay Langenheim came in as his successor, he had nothing to do with the ouster. But the Chamber still spent the advertising fund and when Col. Andrew Smith of Corona del Mar was elected to the council he continued the battle and in 1953 succeeded in having the advertising fund separated from the Chamber, which seems to be going along pretty well on its own momentum, according to the 1955 annual report of its president, Maurice Stanley.

Getting back to Mr. Welch. Did he moan and gripe? He did not. He was still secretary of the Orange County Harbor commission and carried on his civic, county and other activities, silently and faithfully. Harry created the Orange County Coast Association, out of which emerged "Forty Miles of Christmas Smiles;" he sparked the drive for the Orange County Sanitation System; he helped organize and kept sailing the "Flight of the Snowbirds," an annual epic of sailing races; through earnest and thoughtful tact he kept alive the Associated

Chambers of Commerce of Orange County; he was a charter member of the Newport Harbor Lodge of Elks; he was a vestryman and aided in bringing St. James Episcopal church to Newport Beach; his efforts gave us Hoag Memorial hospital.

One of the finest honors accorded him was when he was unanimously elected president of the California Association of Chamber of Commerce Secretaries and Managers at their annual convention in 1952 at San Francisco and installed Jan. 1, 1953. In February of that year the local Chamber held a mammoth jubilee and paid a glowing tribute to his achievements with a rousing affair that brought dignitaries and friends from all over the state to honor him.

Welch was one of the first to envision and bring to fruition Orange Coast College. Efforts had previously been made to persuade Santa Ana school men to establish a college in the vicinity of Costa Mesa, but a stronger faction with land and possible development to sell, succeeded in establishing the institution on the northern outskirts of Santa Ana — so, Orange Coast College, today one of the fastest-growing academies in the southwest under the skillful guidance of Dr. Basil Peterson.

During the second World War it was Welch's endeavors that aided in bringing the Santa Ana Army Air Base to the coastline, while his work with Walton Hubbard and Hubbard Howe brought thousands of dollars in Navy contracts to the South Coast Co. of which Hubbard was the head, in addition to other ship building firms such as the Ackerman Boat Co., on the Lido Peninsula; the Robert Staats Co., the Peyton Bros., George Roetner, Ray Marshall, Curt Herberts, Dr. Strickler and others.

This vast Air Base acreage, where more than 100,000 youths were trained to become air cadets and officers, has since been cut up for use of Orange Coast College, the Southern California Bible College, the Orange County Fair Association and Newport Union High School for location of another High School in the harbor area.

In all his ceaseless trips over the county, to Los Angeles, to here, there and everywhere that civic duty

called, his faithful and devoted wife, Lillian, did the piloting of the auto. He was made Man of the Year in 1952, when he cut and presented his helpmate the first slice of the birthday cake civic leaders presented him at the Newport Harbor Yacht Club.

In commenting on his passing, Walter Burroughs, co-publisher of the Costa Mesa Globe-Herald, said editorially.

"So profound was his impression upon this splendid Orange County area, that no time, now or later, is too far removed to comment upon the man or his works.

"Harry Welch is our finest example of a man who held public office solely so he could serve his fellow citizens. Even when they turned on him and used him shabbily he was not bitter. Nor did he cease to serve.

"When so fine a man passes, there is in reality no death. For, through the works he founded, as well as spiritually, he has won immortality."

As the Newport Harbor News-Press, in its "extra" of October 19, 1954, so fittingly chronicled: "Mr. Newport Harbor passed away in his sleep, aged 78" and Mayor Dora Hill issued a proclamation designating five days of civic mourning for the dearly beloved Harborite, so is presented this tribute by his long-time friend:

### 'ADIOS, HARRY'

(By SAM MEYER)

He passed to his Maker just the way he wanted to go.

His wife found him at 1 a.m., sitting on the edge of the bed, fully clothed, partly leaning over, as though he were going to take off his shoes.

He had told Mrs. Welch that he had worked a bit hard that day and was a little tired and when she said that her foot hurt her and she would retire, he told her to go to bed and he would stay up a while.

And the day before Harry Welch had met A. B. Rousselle, his warm and steadfast friend, at Balboa; came across the street to inquire after his (Al's) health, and, as Al says, shook his hand, said goodbye and gave him the sweetest smile imaginable.

"It gave me the queerest feeling," said Mr. Rousselle yesterday, "a sort of premonition that all was not as it should be with Harry."

In the 50 some years that the writer has known Harry



Welch, both here and in Phoenix, he never boasted, never shouted his achievements, which have been varied and tremendous.

Here was a man who has left an indelible impress on his community. Always the gentleman, quiet-spoken and with a mind as keen and analytical as the best of them, Harry had the capacity to sow the seed of accomplishment today, thus visualizing its value in the development and expansion of tomorrow.

Several weeks ago the two of us went over to talk to Mayor-ess Dora Hill on the fiftieth anniversary of Newport Beach's birth in 1906, and in his usual self-effacing way, Harry suggested a commission of 15 to handle the job; so of course I had to interject, "and let you do all the planning!"

That was the crux of Harry Welch's career — take on one civic task after another and carry them to a successful conclusion.

Good Bye, Harry! We'll all miss you — and up yonder in the stars we all know you'll shine on forever.

### C. OF C. WINS ITS SPURS

It took a reluctant leadership in the city-appointed, Golden Jubilee Committee, to bring the Chamber of Commerce back into the sensitive good graces of the city council. Those of you who have followed the vagaries of this History thus far, will remember that the Chamber was severed from the city's advertising Fund and compelled to go it alone.

Late in 1955 or early in 1956, I don't recollect which, a Golden Jubilee Committee was named with David Olmstead of Roads to Romance fame, as chairman. Dave started off with his usual zip, named sub committees, outlined a magnificent program and was going at a stirring pace, until —

Dave discovered that he was virtually a one-man organization in a maze of volunteer workers most of whom accepted their titles in name only. True a few did function, but the few were the same public-spirited folks who could always be depended upon to do their stuff. Dave finally resigned and Mayoress Hill after groping around for a spell turned the whole affair over to the Chamber of Commerce. Originally the council had appropriated \$7500 for the project and the balance remaining, \$5699, was turned over to the civic body. This was July 1, 1956.

Executive Secretary Hay Langenheim, despite the

six months or more of lost effort, went to work on the undertaking with his usual earnestness, promising a bang-up celebration. It should be known that when the city broke with the Chamber in 1955, it was more or less of a shock, but the officers and directors put on a vigorous campaign and increased the membership from 110 to over 600.

When the charter-minded council let the information become circulated that a group of master-minded "experts" had come up with a budget and a greatly increased license tax that added nearly 1,000 per cent taxes to industries, all hell broke loose — to put it mildly. Spear-headed by Braden Finch, ceramics manufacturer and former councilman, a campaign of vigorous protest resulted in dumping the dispute into the C. of C. lap. After a series of conferences the situation was ameliorated and the tax was returned to normalcy.

In passing, it should be noted, that the efforts to raise revenue by the city dads, was to create a "dream" city of the future, but it seemed that thousands of hard-headed inhabitants were more interested in living in the present and let the future take care of itself. Which reminds former Denverites that the old Denver Post used to have a slogan over its front entrance reading: "O, Justice when Expelled from Other Habitations Make this Thy Abiding Place!" One had to know the policies of that Journalistic Saviour (?) of Mankind to get an appreciative chuckle out of it.

The 21st annual Flight of the Snowbirds, kept going by Joe Beek and Harry Welch, was maintained in July by the Chamber. Also the Intercollegiate Crew Races, now known as the Western Sprint Championship, first held in May, 1951, between U.C.L.A., U.S.C., California at Berkeley and Stanford. These latter comprised 8-oared, 4-oared shells and singles, with John B. Kelly, world champion, participating.

With the elimination of a city subsidy, perhaps for the first time in local history, merchants and plain everyday citizens have met on common ground, and as Hay Langenheim so aptly puts it: "This Chamber of Commerce has gone to work to battle for the interests of every taxpayer in the district."

## *Chapter the Fourteenth*

### CORONA DEL MAR BROUGHT \$50,000

Many conflicting tales have disturbed the early history of Corona del Mar — some good, some bad. Perhaps the best is the one that transpired about 1910 when several hundred lots were traded for Riverside citrus groves, the value of the oranges and lemons being \$50,000. Just how much the lots were worth is hard to estimate but around 1920 Harry Cardoza Sloan, realty agent for the Sims-Goodell Co. was selling inside lots for \$130 and corners for \$150, while highway frontage was bringing \$25.00 a front foot — with no takers.

George E. Hart, a rather intrepid realtor, purchased from James Irvine 700 acres of Palisades Hills, by which it was then known; about a mile of sea shore below the hills, together with the upland to the north of what is now Highway 101. The first sub-division map of the area was filed September 4, 1904, and the following year work was started on the Palisades Hotel or Inn, the latter name becoming better known as the Palisades Inn or Tavern. Lumber for the structure was shipped on the Pacific Electric to Balboa and then barged across the bay to the foot of the bluffs.

Mr. Hart had to operate a ferry for lack of other transportation and to satisfy those living today, here's how you got to the present Corona del Mar by horse and buggy. Leaving Newport you climbed a dusty trail up what is known as the old County road which wound northward to the head of the bay; then you traversed the east side of the bay along a dirt passage, still called the Palisades Road, eventually coming out on the high terrain overlooking the ocean. You were then in today's Corona del Mar, which formerly comprised waving fields of mustard and other vegetation.

In those bygone days the ferry was a paying proposition, especially in the summer months. Hart sold the concession to Jackson and Norton. They erected a dock down about where the east jetty starts and to prevent competitors from using their precious wharf, built a



log boom around it. But this did not deter the Balboa Pavilion interests from going into the ferry business and they ran boats to the eastern shore with a small pier near the present location of the Biological Station of the California Institute of Technology.

Relations between the two competitors were strained for a time and both concerns maintained watchmen at their respective piers, one to prevent damage to the wharf and the other to deter chopping away a section of the boom. Tragedy entered on the scene the night of July 15, 1915, when the boom tender fell off his string of logs and was drowned. Eventually the two concerns settled their differences.

Along in February, 1915, Hart traded 400 of his 700 acres to the F. D. Cornell Company for land in Riverside County. Some old timers claim the deal was worth \$400,000 while others hooted at the price on the ground that citrus land was not sold for much more than \$1,000 an acre in those days, nor that vacant table land was valued at a similar amount. The transaction comprised 2,200 lots, most of them being 30 x 118.

The Cornell Co. remodelled the old Inn and renamed it the Balboa Palisades Tavern. The ferry, which had gone out of commission, was revived and resumed service until 1920 when the Tavern was acquired by George Fiske, who then leased it to William Simmons. The latter continued to operate the ferry until the Tavern was sold to the Balboa Palisades Club.

When the Sims-Goodell Co. took over the project they turned the sales end over to Mr. Sloan, whose real estate office was located on Main street, Balboa. His first day on the job resulted in sales of some 20 lots, mostly to operators of fun devices in Balboa, the Mecca of amusement games of all sorts. As previous sales had been decidedly slow this pleased the Sims-Goodell people immensely and under the Sloan agency lot disposals continued brisk.

His method of operation was to bring prospects to Balboa. They were conveyed by launch, hired from the Greeley Pavilion group, landed at the Corona del Mar pier and thus taken over the tract. Later Joseph A. Beek put on a one-car ferry and Mr. Sloan then used this

for the trips. In 1925 Kenneth I. Fulton acquired the Sims-Goodell Agency and a year later the Sloans built a home on the hillside, called "High Bluff" between Acacia and Begonia streets. They transferred their realty office from Balboa to Corona del Mar and opened the first Nursery there, called Cardoza Gardens, which specialized in Begonias, Ferns, Fuschias, etc.

"High Bluff" was later sold to Judge Harry Westover, now a federal jurist. In the 1920's the judge's father, J. H. Westover, publisher of the Yuma (Arizona) Sun, had a summer place in West Newport. When the old Newport News had its plant on the ocean front off 23rd street, the senior Westover was wont to stop there with his son, Harry, enroute to town. The younger Westover was studying law and it was the hope of his dad that he would be able to practice in the Southland. That his wish came true is shown in the progress of his boy up the ladder of judicial ascension.

#### ANNEXATION IN APRIL, 1923

Shermans' History here takes up the narrative of Corona del Mar, today one of the fastest-growing and highest-priced regions in the city:

"A major portion of Corona del Mar was annexed to the city of Newport Beach, April 3, 1923 by a vote of 181-32. In January of the following year plans were made of annexing additional territory, and in the course of their preparation, it had been discovered an error had been made in the previous election. Because of the mistake which was attributed to the county surveyor's office, 370 acres believed to have been brought into the city, were still outside the municipal boundaries. This error was rectified at the next annexation election, held December 28, 1926.

"In 1922 the Cornell Company disposed of its remaining interests to W. S. Sparr. (Much of these holdings were west of the highway and along the shore.) In 1924 the new owner built the Corona del Mar bath house. Prior to the construction of the east jetty, the sand bar east of the harbor entrance had afforded the finest opportunity for surf board riding to be found in Southern California.

"Before any entrance improvements were made there was a wide beach. This sand area, having been purchased from the Irvine Company originally, with a title running back to a Spanish land grant, was private property. Consequently the beach was subdivided a number of years ago, but no sales were made. During the early 20's, the sand was eroded, and the ocean front subdivision practically wiped out.

"When the east jetty was constructed in 1927, the eroded sand was rapidly replaced, and the ocean beach almost regained its former contour. The Sparr interests, accordingly, revived the old subdivision, and began a sales campaign on the section lying between Goldenrod and Dahlia streets (extended). The campaign met with indifferent success.

"Frank Vallely, who came to Balboa in 1910, at various times was employed in the capacity of boat operator by practically all the persons who conducted the Corona del Mar ferry service. For many years Vallely had been engaged by the Balboa Pavilion to drive their pleasure boats. Next to Floyd Gage, Vallely probably has a record of more miles on Newport Bay than any other man. The old Flora, a craft that will be remembered by many former vacationists in Newport Beach, after making her last run between Balboa and Corona del Mar, broke loose from her moorings and drifted on some rocks where she sank."

## OUR LOVELY FLORAL SPOTS

Time was when the grounds and sand lots the city owned looked like something the cat dragged in. They were mostly unpretty sections that became eyesores to the populace — at least the flower-cultured folk. The continual criticism at last awakened the city trustees and John Siegel, assistant city engineer, offered to beautify a hillside stretch on the bay side of Newport Heights. That was along about 1925.

Borrowing one or two men from the street department he set out shrubs, trees and other flora. There used to be plantings the length of today's Balboa Boulevard, centering the old tracks of the Pacific Electric, which disappeared with the big Red cars.



In 1928 Wm. C. MacDonald was employed as city gardener. "Mac" started with one man and in the 27 years he has been on the job, has supervised 34 miles of plantings covering Corona del Mar, Balboa Island, Lido Isle, Newport, Balboa, Newport Heights, Cliff Haven, Shore Cliffs and Corona Highlands.

His crowning glory was the grounds around the City Hall, which blossom in choice arrangements most pleasing to the beholder, each season producing blooms suited to the time of year.

"Mac" wrote finis to his long tenure July 31, 1956, leaving to his successors one of the Southland's finest landscaped cities to be found anywhere. He was born 68 years ago in Eastport, Maine.

One of the choice reproaches of the beach was a dreary stretch of sand at the entrance to the bridge to Lido Isle. This became such an aggravation to Lido Islanders that the Lido Isle Women's Club, and, in passing, mostly the chairman of the Garden Section, Mrs. Edith Ahrens, decided it was time to do something about it. By 1954 the Garden Committee had worked out a program and secured funds to beautify the spot. In fact it almost became a "lone-hand" enterprise, because Mrs. Ahrens is still ardently active in enlarging the area and maintaining a gracious entree to the charms of Lido Isle.

### CITY ADOPTS FLOWER

Through the efforts of the Women's Committee of the Newport Harbor Chamber of Commerce, the city has adopted a flower, the red Barbara Karste bougain-villaea, the plant being a thorny bush that grows rapidly and luxuriantly in a vine, expanding-proficiency over much of the Pacific landscape. Mrs. T. Duncan Stewart, chairman of the Committee, presented the subject to the Council. A special ceremony, dedicating the bloom, was the highlight of the 1956 Arbor Day celebration. Mayor Dora Hill, Mrs. Stewart and others participated, while Veteran Park Superintendent MacDonald did the actual planting.

It is with regret that old-timers witness the passing of the wild flowers of bygone days, when our beaches were covered with yellow primroses, the purple sand

verbena, the magenta pelargoniums. One of the rare treats were the ice plants, with stems of shining crystals, that grew rampant and graced many a table with their glistening clusters.

### A LADY'S VIEW OF EARLY BALBOA

With the idea of giving a comparative picture of the Balboa of the early 20's and how it looks today, an article written for the Balboa Times in February, 1923, by Mrs. H. Cardoza Sloan, is presented. Mrs. Sloan is the widow of H. Cardoza Sloan, one of the city's former earnest and God-fearing councilmen.

Mrs. Sloan, whose literary ability is well known, wrote as follows:

"Once upon a time, and not so very long ago at that, while Newport Beach was becoming an established community, already with train service to Santa Ana and ships unloading at her pier, away to the southeast a narrowing line of sand dunes stretched to the meeting of bay and ocean. Quiet brooded over the warm gold of the sand, caressed by the gentle ripples of the sapphire bay and whipped by curling lines of foam where the surf broke on the ocean beach. Sea birds, undisturbed, dwelt among the dunes; in their season, primroses and verbenas blossomed, deepening the yellow of the sand, and flushing it with rose and violet.

"Time moved with the silent majesty of nature in unfrequented places; innumerable suns rose radiantly above the hills and sank in splendor behind the dark outline of Catalina Island. Summers came with warmth and brilliance, mellowing into autumns of tranquil beauty. Grey mists of winter and rains of passing springtimes clothed the hills in emerald. Through changing seasons, sand and ocean, bay and lifting hills, lay in uncomparable loveliness.

"Now and then some summer vacationists from the little settlement at Newport picnicked on the sands toward the point; at low tide, barefoot boys, with trousers well rolled up, wade across to the little island in the bay, and the more adventurous even swam to the mainland. But while beautiful to those who had eyes to see, to many the peninsula was merely one of the waste places of the earth.

"The first human habitation on the lower end of the sandspit was the cabin of the late Joseph Ferguson. Mr. Ferguson purchased a government relinquishment, and while perfecting his claim, would drive from his work in Santa Ana to the point where the Country Club is now located. Here he kept a rowboat moored, and from this point he rowed down the bay to his little cabin. For many years Mr. Ferguson remained in pioneer possession, scarce breaking the solitude of the dunes and beach.

"Along about the year 1904 a number of business men, appreciating the possibilities of this wonderful location between bay and ocean, purchased from Mr. Ferguson forty acres on which to start a summer colony, later induced the Pacific Electric to extend their line to this point, by some good fortune chose the name Balboa, the intrepid discoverer of the Pacific, and organizing themselves as the Newport Bay Investment Co. proceeded to the sale of their land for summer homes.

"This was the beginning of that part of the incorporated City of Newport Beach known as Balboa. Came also the sub-division of East Newport, and later other tracts were opened, and now all of them have grown together, so that it is only by looking on the map that we can tell where one leaves off and the other begins.

"Mr. E. J. Louis of Los Angeles, was president of the Newport Bay Investment Company. Mr. J. P. Greeley, subsequently Mayor of Newport Beach, Mr. F. W. Harding, and Mr. E. E. Richardson were among the members of the company. An old photograph shows Balboa as it appeared in 1907. There is the pavilion, at the bay end of Main Street, and the old pier on the ocean side. The Balboa Hotel, the Ocean Swell Apartments now owned and managed by Mr. and Mrs. Terry, the Ocean View Apartments of which Mrs. Kate Webb is the present owner, the ocean front house of Mr. Thompson, Judge Goepper's house on the bay front, a number of bay front houses between 'A' and 'B' Streets, a row of tents on Main Street between Central Avenue and the ocean. For the rest, a few scattered cottages, and wide open spaces of sand.

"Today, (1923), so rapid is the growth in this golden land of California, except for the large undivided tract of the Ferguson estate at the south east end of the



sandspit, there are comparatively few vacant lots in this territory, and where but yesterday the gulls wheeled in solitary splendor over the shifting sand, and swallows rose and dipped along the edge of the bay, are comfortable homes which house happy families during the summer months, and an increasing number of permanent residents, and along Main and Central and the streets adjoining a thriving little business section is growing up.

"There are two grocery and provision stores, that of Way and Driggers, who have been in business since 1908, and J. A. Gant, who for a year has owned the business operated so long by the Trickels, and the sojourner at Balboa may live on the fat of the land from the shelves and bins of these two fine stores. There are two good meat markets, and a fish market where glistening mackerel and scarlet crawfish are temptingly displayed on their icy bed.

"If you prefer to catch your own fish, 'Dad' Schilling, at his tackle store near the pier will fit you out with the wherewithal, and you may try your luck in the clear waters from the end of our fine new pier. If you want neither trouble of catching or cooking your dinner, you may have it well served to you at Young's restaurant, or the Forsyth's Victory Kitchen on Main Street. Both these excellent eating places are open all the year, and cater to a well-satisfied patronage. The Dunns, on Bay Avenue, also keep their little restaurant open all the year, and in the summer there are numerous others, notably the establishment of the Seielstads on Central Avenue. The Seielstads are natives of Norway. They have seen Balboa grow from the beginning, and are true pioneers, in spirit as well as fact.

"Since 1907 refreshment for mind and body has been supplied at the periodical and confectionery stand, now known as the 'Green Dragon', under the management of two of our enterprising young citizens, Frank Finster and Richard Whitson. An excellent stationery store, with a line of candies and a soda fountain, is 'Norm Wilson's', presided over so capably by Mrs. W. W. Wilson.

"Mr. and Mrs. Walter Eastlack, the proprietors of the Balboa Pharmacy, dispense the wares of a thoroughly modern drug store with a cheerful courtesy which has won them the friendship of the public they serve. John



Two revered Civic Workers: (left) — Harry Welch and Dr. Conrad Richter. The former gained title of "Mr. Newport Harbor," and the latter, former mayor, saved many lives during the "flu" epidemic in early 20's.



Newport Scene in 1910 from the historical collection of the Title Insurance and Trust Co., Los Angeles.



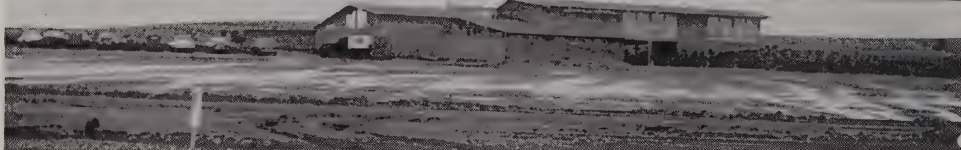


(Upper left) H. Cardoza Sloan, former city trustee, and first realtor to sell Corona del Mar lots; (right) As Corona del Mar looked in 1926 with homes of Federal Judge Harry Westover and George Fiske. Owner of third home unknown; (lower) Initial office of Mr. Sloan, Main street, Balboa. Note his Model T. Ford at curb.





When Ocean and storms inundated streets of Balboa. (Upper) Scene at 15th street and Central (now Balboa) ave., in 1934, with flood waters three feet deep in places; (lower) "A" street and Central Ave., looking easterly in the 1934 storm.



(Top) Aerial View of Boy Scout Jamboree held in Corona del Mar Hills in 1950's when 50,000 Lads from all over the United States converged here. Center, Location of Buffalo Ranch adjacent to Corona del Mar with would-be Indians in Foreground; (Lower) Irvine Coast Country Club at Entrance to Corona del Mar.



Lugo is the town plumber, with an up-to-date plumbing shop. We have two electricians: Felix Modjeska, you have only to 'phone to him, and he will wire for you', and M. Simberg, and either of these two firms can render any necessary electrical service. We have a dry goods store under the able management of Mrs. Driggers, and a hardware department at the Way and Driggers store, and we even boast a furniture store, the latest acquisition to Balboa firms. I. Jacobson is the proprietor of this new and successful business.

" 'Bill's Place' on the ocean front corner, famous for its good coffee and 'hot dogs', is familiar with everyone, and our genial 'Bill' Ulrich also serves in the capacity of janitor at the school house. We have two well-conducted pool rooms; a cleaning and pressing business; a watchmaker; a shooting gallery; several good barber shops; even a shoe cobbler; a moving picture house operated by Mr. and Mrs. W. A. Osgood; and the 'Florence' Bakery, owned by Mr. and Mrs. Eugene Reber, and many there be who can testify to the wholesomeness of their output.

"The old Pavilion, still owned by the Newport Bay Investment Company, and managed by Mr. J. P. Greeley, has been remodeled and has a fine floor in the big ball room built out over the bay. In summer time this is a popular place to dance away the hours. A bath house at the pavilion, and the Ocean Front Bath House, give every attention to those who enjoyed a plunge in the surf or a swim in the bay.

"There are several well-equipped garages; a battery repair station; and two boat building and outfitting concerns, the Newport Harbor Marine Corporation, and Rodger Brothers. Frank Fordham also has an interesting location on the bay, where he builds and rebuilds a variety of boats. There are few needs of modern life which are not served by our enterprising business firms.

"We are proud to show visitors the 'Balboa Studio' on the ocean front near the pier. Mr. G. A. Magnussen is an artist of international reputation, and has a fine exhibition of paintings and photographs at his studio, at which visitors are always welcome.

"Then there is 'Soto's', where you may buy charming things all the way from a tin bird whistle to an elabo-



rately embroidered silk kimona. Gay baskets and bird cages, quaint ornaments, bits of carved ivory, china in colorful design, beads in bewildering strings, toys of Japanese oddity, ten thousand times ten thousand, it seems, so closely is the place packed, are the objects displayed. In the tea room, noodles and chop suey and the like delicacies are served. The passing visitor finds Soto's a fascinating place, and those who live in the community appreciate the never failing courtesy and consideration of this capable merchant, whose little shop makes a spot of romance in an otherwise prosaic Main Street.

"Balboa has its own Chamber of Commerce. Mr. A. B. Rousselle was its first president in 1918; Major L. L. Garrigues was twice president, and the present officers are Mr. H. L. Sherman, president, and Mr. L. W. Briggs, secretary. The aim of this organization is to further the development of this community, and to work for its specific needs.

"The religious life of Balboa is represented by the Chapel and the Christian Science Society. The latter had its beginning about seven years ago, the first meeting being held at the home of Judge Goepper on the bay front, where the service was read by Mrs. Erway and Mr. Lancaster, with about fifteen present. The society now holds its services in the Civic League Room on Palm Street and is working for the erection of a fine church home. Major and Mrs. Garrigues are now entering on their third term as Readers to the Society.

"The Chapel was built and maintained for many years by the Bible Institute of Los Angeles, and was sold to the Methodist Society in 1919. Under the wise leadership of the Rev. Mr. Walsh, whose clear vision and broad humanity have won the friendship of all the community, as well as the love of the congregation he serves, the society is active and growing, and the debt on the Chapel building yearly diminishing. There is a Missionary Society and a Ladies' Aid, and flourishing Sunday School. While the church is Methodist in denomination, its broad and friendly spirit make it the happy church home of members of all the Protestant faiths.

"The City maintains a fire department at Balboa. Fortunately we have few fires, but when the flames

break forth, our valiant chief, W. W. Jackson, and his lusty fire laddies, are quickly on the spot. The members of the fire department also serve as a life saving corps, answering all calls for such aid anywhere in the city. The amount paid to this department by the city is so small that these men are certainly not laboring for the monetary return, but for the good of the community at large, which is grateful for their public spirit.

"We have also a bank, The Bank of Balboa, which first opened its doors on September 30, 1922. To Mr. E. J. Louis, of Los Angeles, fell the gold pencil presented to the first depositor. Mr. Louis came from Los Angeles on the late car the night before arriving at the bank, in fact, before the weary officials had put the finishing touches to their labors of preparation. Mr. Louis sat on the doorstep, figuratively, until the bank opened on the morning of the 30th, and by this vigil obtained the honor of being the first depositor, and few there will be who will not admit he earned it. The young lady who rose early enough to go down in history as the first woman depositor at the Bank of Balboa was Miss Henrietta Tudor, daughter of Mr. and Mrs. H. B. Tudor, who are among the pioneer investors in Balboa real estate.

"To Mr. George P. Edwards of Los Angeles and Balboa, and his associates, we owe the establishment of this bank, much of the stock having been subscribed for locally.

"The bay is never more enchanting than on the night it serves as a setting for the Illuminated Parade, under the auspices of the Balboa Chamber of Commerce. This has become a yearly event, and largely through the efforts of Mr. Joseph A. Beek, with the generous co-operation of many others, it is each year attaining more dignity and beauty. In the not distant future its enthusiastic supporters believe it may rival, if not altogether outshine, Pasadena's Tournament of Roses.

"The East Newport subdivision was opened in 1904 by a group of Riverside men, among whom was Mr. W. W. Wilson, who came here to reside at that time, and until his death about two years ago, was one of Newport's most prominent and highly respected citizens. Riverside and Redlands are well represented among the residents in this pleasant section. East Newport is ahead

of the rest of the town in the matter of paved streets, which it has had since its beginning, and in having wider streets, and parkways between streets and sidewalks, which afford an opportunity for adorning the landscape.

"The Newport Harbor Yacht Club was organized in 1917, with Dr. Albert Soiland as its first commodore. The commanding officers through the succeeding years have been Mr. I. B. Potter, Mr. Andrew H. Wilson (1919 and 1920), Mr. Claude G. Putnam, and Mr. Frank Smith. Mr. Shirley E. Meserve of Los Angeles is now commodore. The club's roster shows three hundred members, and on the list of honorary members appear the names of Hon. Warren G. Harding, at the White House, Washington, D.C., Hon. John Denby, Washington, D.C., Sir Thomas Lipton, London, England.

"The club fleet consists of about sixty-five boats, many of these have won fame for the local club. The steam yacht 'Louise', owned by Mr. Burge, is probably the largest and finest of the fleet, and Mr. W. M. Paden's 'Hurricane I' and 'Hurricane II' have carried away all trophies in speed with Pacific Coast boats. Dustin Farnum's 'Miss Los Angeles' is also a winner in speed tests. The 'Mildura' owned by Mr. H. G. Chaffey, Mr. Claude Putnam's 'Joy', Mr. John Bower's 'Uncas', and Mr. Beek's 'Carrollie' are familiar to everyone on the bay.

"The Ebell Club of East Newport was organized by Mrs. John King in 1909, with Mrs. A. A. Lester as its first president. During the fourteen years of its existence this club has held a prominent place in the social and cultural life of the city. In 1914 it broadened its name and the scope of its activities by incorporating as the Ebell Club of Newport Beach.

"About three years ago another women's club was founded in the City, the Women's Civic League, with Mrs. L. L. Garrigues as its first president. There is now a large and active membership, with Mrs. Leo Goepper, president. Mrs. L. L. Smith, secretary and Mrs. Walter Brown, treasurer. The meeting place of this club is in Balboa, where it has a pleasant club room in the Wilson Building on Palm Street. Here, during the summer, a Women's Exchange was successfully maintained, which



will be opened on a more extensive plan this coming season.

"Where the waters of bay and ocean meet at the harbor entrance, Corona del Mar lifts her lovely head. Beautiful in situation, rich in soil, with wide flung views of unsurpassed splendor, this 'Crown of the Sea' is destined to a magnificent future.

"The United States Government maintains a weather bureau station on the bluff, and the 'weather man,' Antar Derage, a student of several universities, is skilled in all athletic sports and is an expert in life saving. Under his direction training is soon to be given in methods of first aid."

# *Chapter the Fifteenth*

## **HARBOR COMMISSION REPORT**

Aside from the voluminous recounting of how Newport Harbor came into being, as revealed in these pages, here is an official summary by the Newport Harbor Commission created in 1940 by the Orange County Board of Supervisors. This interesting and factual detail, written by Walter S. Spicer, one of the initial and still enthusiastic members of the board, follows:

In 1913 the City of Newport Beach succeeded in interesting the Government Engineers in recommending that Harbor lines be established, and this the Congress authorized in 1916. Also in 1916, the City voted the first \$125,000.00 for harbor work, and the West Jetty and some dredging was completed in 1918. Orange County entered the picture in 1919, when \$500,000.00 was voted for Harbor improvement, and with this money, the Santa Ana River outlet to the Ocean was enlarged and the protection dyke at Bitter Point was constructed to prevent flood waters of the river from entering and consequently further silting the Bay.

This money also paid for the dredging of a channel from the Entrance to the present turning basin at the west end of the Bay, and the construction of a loading and unloading dock, now known as the County Dock. In 1927, the City voted \$500,000.00 and in 1928, an additional \$200,000.00, with which the West Jetty was repaired, and the original portion of the East Jetty constructed.

During all these years, local citizens had been endeavoring to interest the Federal Government in aiding with the Bay development, with sentiment gradually changing from the idea of a commercial harbor to that of a strictly pleasure harbor, and in 1933, these efforts were successful.

Prior to this time, the City of Newport Beach, the County of Orange, and private interests had expended in excess of two million dollars in improvements. The City of Newport Beach, already heavily obligated because of

these and other improvements, was unable to meet the requirements alone, and turned to the County for help. An Orange County Harbor District was formed, comprising all the County with the exception of a few acres in the extreme mountainous northeast corner of the County, (a legal requirement of the State Law on Harbor Improvement Districts) and a bond issue for \$640,000.00 was put to the vote of the people of the District and carried. This fund, together with a W.P.A. grant, provided the necessary matching funds, and the work of extending the jetties and the dredging of the entire Lower Bay was started in December, 1934, and was carried on to completion in May, 1936. It was now a Harbor in fact as well as in name.

From all sources, the total amount of money expended in the development and improvements of the Harbor is approximately as follows:

City of Newport Beach .....	\$ 1,100,000.00
Federal Government .....	1,700,000.00
County of Orange .....	1,700,000.00
Private Interests .....	800,000.00
<hr/>	
Total .....	\$ 5,300,000.00

The increase in land values alone since the completion of the improvement, over values of similar property in other urban areas of the County is more than double the entire cost of this improvement and development. This is only one of the many tangible values. New beaches were created on the ocean front, thereby greatly lessening the danger of tidal flooding of ocean front property. There has been a big increase in both Commercial and Sport Fishing, and new businesses have sprung up, not only in the Harbor area, but also in Costa Mesa and other portions of the County, due to the increased recreational activity. Probably the most definite advantage is in the increase in the tax base through higher assessed values, and resulting in a net tax gain to the County in excess of \$100,000 per year. This aid is easily computed by using the figures for 1949-1950 as an example:

1. Assessed value of Land in	
Harbor Area — per acre .....	\$ 9,470.00



2. Average value of Land — other Cities in County .....	2,910.00
3. Increase in Value — Difference per acre .....	\$ 6,560.00
4. Acreage in Harbor Area — 1848 acres	
5. Increase in Tax Base (Assessed Value) Land Only (3) x (4) .....	\$12,122,880.00
6. Assessed Value of Boats in Harbor .....	5,253,845.00
7. Total Increase in Assessed Value .....	\$17,376,725.00
8. County Tax Rate — 1.1048 per \$100.	
9. Total Added Benefits (7) x (8) -:- 100 .....	191,060.00
10. Cost to County of Bond Retirement, Maintenance, Operation ..	74,000.00
NET BENEFIT to County .....	\$ 117,060.00

There are many unestimable values, also, such as the benefit to health through the increased use of the recreational facilities, the prevention of storm damage through its use as a small boat refuge, and by its use by visiting craft from neighboring ports. Add to this the use of the Harbor during the War for the construction of small Army and Navy vessels, its retention as a Base for an Air Force Rescue Station, and by the Coast Guard, who still maintain a permanent Station here.

With the acceptance by the County of the responsibility for the improvements, the County acquired certain responsibilities, and co-incidentally, the City has relinquished part of their obligations. Management and control of the improved Harbor, by law, became vested with the County Board of Supervisors. Being partially in both the City and County, it necessitated a measure of joint control in its management. Generally speaking, bond retirement, interest, sanitation, fire control, maintenance and supervision became the duty of the County. Policing and the licensing and regulation of business remained the function of the City, but only within its corporate limits.

Prior to 1940, Harbor problems had received little attention from the County. At that time, upon the request of the Newport Harbor Chamber of Commerce, the Board of Supervisors exercised a provision of the State Harbor Code, by appointing a Harbor Commission, and delegated to them the task of guiding the County's interest. This Commission, with only one change in personnel, has continued to serve since that time. The five Commissioners, one from each Supervisorial District, are appointed by the District Supervisor, and confirmed by the entire Board. The Commission consists of Roy Edwards, Chairman, from Orange, Elmer Hughes, from Seal Beach, Ted Kuchel, from Anaheim, Don Hillyard, who succeeded L. G. Swales, from Santa Ana, and Walter Spicer, from Newport Beach.

The Commission meets regularly monthly and oftener when necessary. They have no authority other than specifically granted to them by the Board of Supervisors, and no powers other than their recommendations to the Supervisors, of such action as they believe may be for the best interests of the Harbor. They try to co-ordinate the activities and business of the Harbor, under mutual agreements with the members of the Newport Beach City Council, and to further this mutuality, have for several years, met once each month or oftener, in committee, to discuss and decide upon Harbor problems. There have been differences of opinion many times, but it has not only been acceptable, but has been of definite value in the settlement of some difficult problems. Certainly, the County has taken much of the financial burden of the Harbor operation off the City, and this is only right and proper, as the greater use of the Harbor is by people other than the citizens of Newport Beach.

By agreement with the City, a Harbormaster, appointed by the City and concurred in by the County, is in active charge of the enforcement of ordinances and regulations pertaining to the Harbor.

Most of the activity in the Harbormaster's office consists of patrolling and mooring maintenance, and for this purpose, there are five boats, one belonging to the City and four to the County. Although patrolling varies with the seasons, there are usually two, and sometimes four boats active during daylight hours. During the sum-

mer there is usually one, and sometimes two boats in the Upper Bay to oversee the speed boat and water skiing activities. There is usually one boat on patrol duty during the early evening hours, with only one man on duty from midnight until early morning. At night, when there is no one on duty at Headquarters, calls are relayed over two-way radio to the patrol boat by the Police Department, who work closely with the Harbor Department. All boats have fire fighting equipment, with water pumps on two of the boats, and the Harbor patrolmen are under instructions to work under the direction of the Fire Department in case of fire emergencies.

Until 1946, the District had no Engineering Department, and for such engineering as was needed, employed Mr. R. L. Patterson on a per-hour or per-day basis. Later, he was employed on a contractual basis, to prepare a complete report on the possibilities of the development of the Upper Bay. This was thought advisable because of the many improvements in the surrounding area, many of which would ultimately affect the Upper Bay development, and that such shore development might be influenced and controlled by an acceptable program. This report took over two years to prepare, and was presented and accepted as a basis for future development by the Board of Supervisors in May, 1950. It has since been modified to some extent by consultations between the Board of Supervisors, the Harbor Commission, the County Planning Commission and the Irvine Company, who own the majority of the property in the area surrounding the Upper Bay, but still retains the essential data necessary in the completion of future plans.

In 1946, Mr. Morgan Noble was employed as Harbor Engineer, and all maintenance, construction and planning since that time has been under his supervision. He is in charge of all data, maps and records pertaining to the Harbor, and is responsible for looking after the betterment of conditions in the Harbor as they may affect sailing, mooring, safety, health, etc., as well as planning for future expansion and activity.

Since the death of Mr. Harry Welch, who for many years was Secretary to the Harbor Commission, and a leading figure in the planning and building of the Harbor, he has acted as Secretary to the Commission. He is also



in charge of the buildings and grounds and has four men in his department, two in Engineering and a Janitor and combination laborer and helper. In co-operation with the County Planning Commission, he has assisted in the modification of the Upper Bay Plan, particularly in connection with designing and placing the projected Upper Bay bridge. Engineering studies have been made on the proposed Dana Point Harbor, with the hope that such improvement may be included in a state wide harbor improvement program.

In 1952, one of the major objectives of the Harbor Commission was attained in the completion of the new Harbor Department Headquarters building on Bay Shore Drive, just easterly of the Balboa Yacht Club, and with a view of the Entrance to the Harbor. This facility now houses all the Harbor Department energies, with fire-proof storage for irreplaceable maps and records, and has adequate room for future expansion. It has berthing facilities for all Harbor Department boats, and facilities for lifting the boats from the water to a shop where minor repairs, painting and overhauling may be done in slack season. In addition to this, the Harbor District has constructed a facility for the Coast Guard, consisting of an office, storage and locker rooms, and a private pier.

Recently, all the area comprising the Upper Bay, with the exception of the County area of the first unit of the Aquatic Park, has been annexed to the City of Newport Beach.

Meetings are being held to work out some kind of agreement, not only between City and County, but also with the State Highway Department and other interested parties. It is generally conceded that only when the Harbor Authority is a separate and independent entity, will all the problems of joint control be eliminated, and even then, there remains the difficulty of combining public and private interests. Until such time as both legislative bodies are willing to relinquish their present responsibilities, a Harbor Authority program will not be accomplished. It probably would require an enabling act by the State Legislature, agreed to by both City and County in advance. Perhaps it will come simultaneously with the Upper Bay development. Meanwhile, a Harbor Manager, with independent authority, concurred in by both the

Newport Beach City Council and the County Board of Supervisors might solve most of the problems connected with joint control.

As a beginning toward this complex problem the supervisors and the harbor commission in late March, 1956, joined in a reorganization plan. The former approved a recommendation of the latter to create a new job, that of harbor manager, with administration shifting to the new office so that the harbor engineer will be free to deal solely with engineering problems. This new order also empowers the commission to make harbor purchases, following the procedure of other county departments.

### HARBOR MANAGER APPOINTED

Since writing the above, significant events have transpired that have a bearing on the management, control and development of the Harbor, and should be noted on these pages.

**MANAGEMENT:** In March, 1957, upon the request of the Harbor Commission, the Board of Supervisors, by Ordinance, created the position of Harbor District Manager, in order to effect a more efficient management, maintenance and control of the Harbor, and also to assist in planning the development of the Upper Bay, and of the new harbor at Dana Point. Mr. Kenneth Sampson, formerly with the Orange County Planning Commission, was appointed to the position, with his duties commencing April 1st, 1957.

**CONTROL:** After several months of discussion and negotiation between the City Council, the Board of Supervisors, members of the Harbor Commission and a Newport Beach Citizen's Advisory Committee on Capital Improvements, a tentative program has been agreed upon, whereby the Harbor District will take over administration and management of the Harbor. This will, no doubt, be under a 'joint powers' contract between the City and the Harbor District, the details of which will have to be approved by both governing bodies.

**DEVELOPMENT:** In 1956, work was commenced in the development of the Upper Bay area by dredging the Orange County Water Recreation Park in accordance with plans as developed jointly by the Orange County

Planning Commission and the Orange County Harbor District. This dredging was completed early in 1957, and preparations are under way to install water, sewer and roads, and the area should be ready for limited use during the summer of 1957. This is just the beginning of what is hoped will be the finest play area in Southern California.

Credit for much of the material contained in the foregoing chapter should be given to Harry Welch's Notes on the Harbor, and to R. L. Patterson's Upper Newport Bay Report.



# *Chapter the Sixteenth*

## UNCORKING THE HARBOR

How do you go about scouring the Entrance to the bay before there were any funds, public or official, so that boats could come and go? Here's a story by Joseph A. Beek that tells how it was done in 1927:

The autumn of 1927, ten years after the first improvement of the entrance channel, found that waterway so shoaled by sand bars that at low tide there was less than 4 feet of water at the outer end of the channel and less than 2 feet on the inner bar opposite the Marine Biological Laboratory, below the Corona del Mar bluffs. This condition made it impossible to enter or leave the Harbor at any time except at high tide. The situation required heroic measures.

To meet the emergency, and to prepare plans for future development, the city council created a Citizens' Harbor Committee of 15, appointing a chairman whose first duty was to select the 14 other members. The chairmanship of this committee fell to the writer, who selected the following representative citizens to serve with him:

Dr. Conrad Richter, Frank L. Smith, Lew H. Wallace, W. L. Jordan, Ben Cope, Ernest Grill, Dr. Hermann Hilmer, H. L. Sherman, Harry Welch, Stuart H. Lucas, J. P. Greeley, Antar Deraga, Elmer Cubbon and J. B. McNally.

While this committee served for years in connection with Harbor development, the problem of the entrance demanded immediate solution. Plans had been perfected to start the Honolulu race of 1928 from Newport Harbor for the first time. Earlier, in 1927 Walton Hubbard, representing the Newport Harbor Star Fleet, had won the International Star Championships, thus bringing to Newport Harbor the International Star Regatta of 1928. It was evident that these events could not be conducted with the entrance channel plugged with sand.

At its first meeting in December, 1927, the Citizens' Committee canvassed ways and means for remedying

the situation, and appointed J. B. McNally and Antar Deraga to make an immediate investigation and report on the controlling depths of the entrance channel. They took soundings and reported that at low tide there was only 4 feet of water on the outer bar and less than 2 feet at the inner end of the channel. Thus, while we had a channel 20 feet deep throughout the length of the bay, our controlling depth was actually 2 feet. It was obvious that dredging would have to be undertaken at once, to avoid the necessity of canceling scheduled events and to permit local fishermen to continue in business.

Neither the city nor the county had any Harbor funds with which to pay for dredging, so it was suggested that the committee undertake to raise funds by private subscription and proceed with a dredging program to the extent of the funds which could be raised. This was not an unanimous decision on the part of the committee. Some there were who expressed the thought that if the situation got bad enough to command public attention the "Government" would feel impelled to move in and do something about it. However, this was not the view of the majority and did not reflect the views of the yachting fraternity.

The firm of Sparks and McClellan owned the only dredge in the community, the Little Aggie, a small 6-inch dredge not designed for ocean work, but a machine which left an indelible imprint upon the map of Newport Harbor. Sparks and McClellan agreed to do the dredging at a flat per diem cost, \$1000 of which they would contribute if the committee could raise \$9000 more. This agreement was entered into, and work was started immediately. Members of the committee used their boats and gave their time to the work. Help was solicited by letter, telephone and personal interview with all and sundry who might be counted on to aid in "uncorking Newport Harbor".

There was little in this program to elicit enthusiasm on the part of professional Harbor promoters, and various individuals who have been prominent in connection with the advancement of Newport Harbor were conspicuous by their failure to support this program. There were no plush publicity jobs, commissions, salaries or fees. The

dredge was operated at bare cost. All other services were volunteered.

It is interesting to note that there were two members of the Committee of 15 who were not in sympathy with the subscription movement. They were Lew Wallace, vice chairman of the committee, and Harry Welch. They voiced the opinion that the worse conditions became the better would be the chance of getting federal aid to develop the harbor. The United States Resident Engineer did not concur in this opinion but said that he believed that the more evidence presented of local interest, the better would be the chance to get federal aid.

General Lansing Beach, a noted authority on Harbor development, was consulted and generously made two trips to the Harbor at no cost to the committee except that some of its members had the pleasure of driving him back and forth and entertaining him at the Newport Harbor Yacht Club. The General pronounced untenable the argument of some of the committee that the way to better conditions was to let them get worse. He said that the government was much more likely to interest itself as a result of continuous local enterprise than as the result of an apparent lapse of local effort.

The little dredge took out the inner bar first, and gradually worked its way seaward parallel to the west jetty, pumping the sand across the jetty to the beach. The sum which the committee set as a goal, \$10,000, seems small now, but to those who had to raise it, it proved anything but an insignificant amount. The city council finally found it possible to give \$1000 to the cause.

The Axelson Brothers (Delbert and J. C.) gave \$1000. Mr. J. J. Wilson, of Lido Isle interests, sent his check for \$500. Louis Briggs contributed the commission from the sale of an expensive piece of property. J. P. Greeley made a generous contribution, as did Dr. F. C. Ferry, of the Bank of Balboa, Clarence White of Redlands, and the Balboa Island Improvement Association. City employees, the commercial fishermen at Newport, owners of sportfishing boats and numerous yachtsmen rallied to the cause and sent in their checks, some large, some small. Even the children of the community gave their quarters, dimes and nickels, not one of which was





Today's Newport Harbor Commission (top) — In foreground, Morgan Noble, Harbor engineer. (Left to right) — Theodore Kuchel, Anaheim publisher; Elmer Hughes, former mayor of Seal Beach; Don Hillyard, Santa Ana, who succeeded L. G. Swales; Walter S. Spicer, Newport Beach Lumberman; Roy Edwards, chairman and Orange banker; (lower left) — Russell E. Craig, Harbor Master since 1942.

(Lower right) — Four members of first Harbor Commission, appointed in 1921. (left to right) — K. E. Watson, Lew H. Wallace, L. L. Shaw and J. P. Greeley. They were inspecting new mouth of Santa Ana River.



Some of fierce storms confronting early Harborites: (Upper) — "D" street, Balboa, in 1912, looking upcoast; (lower) — Palm street, Balboa, in 1934, with water breaking over Peninsula and emptying into bay.





(Upper) — Balboa street scene in 1911 with Pavilion at Bay end, and old Hotel Balboa, Netherland Apartments and F. W. Harding Inn to right. These three landmarks are no more; (lower) — This is the Sea Serpent of Newport Beach, identified as a rare "oar fish," 23 feet long. Photographed by George Peabody in 1901.





(Upper) — During Second World War the South Coast Co. secured navy contracts for minesweepers, aircraft rescue boats, etc. Here is a photo of speedy 63', Rescue craft; (below) — Commemorating 25th Anniversary of Glenn L. Martin's first flight from Newport Bay to Catalina in 1912. (left to right) — Harry Welch, Captain B. J. Brown, Mayor Harry H. Williamson, Mrs. Minta Martin, devoted mother of Mr. Martin; Glenn Martin, Lew H. Wallace and Theodore Robins, C. of C. president in 1937.

refused, and every penny of which was spent on the actual work of dredging the channel.

While the list of those who helped is too long to be recorded here, there are certain ones who aided so unselfishly and so effectively as to deserve more than passing mention. It is proper that the name of J. B. McNally should head this list. With him should be mentioned Mark Johnson, soon to become mayor, Dr. Hermann Hilmer (also to be mayor), Don Douglas, who provided the community with so many beautiful canoes and Snowbirds, Frank and Steve Smith, of Smith Brothers Marine Supply Company, Harry Williamson, W. L. (Curly) Jordan, and, among the yachtsmen, Commodore George Vibert of the Newport Harbor Yacht Club, Herbert Worcester of the Balboa Yacht Club, Leon Heseman, Secretary of the Newport Harbor Yacht Club, and Admiral Albert Soiland.

The winter of 1927-28 provided us with exceptionally good weather for our work, but operating a dredge in a narrow channel with a swift-running tidal current is not the easiest thing in the world. Many difficulties had to be overcome, and sometimes misunderstandings arose. It was rumored that there were times when the chairman of the committee and Al Sparks (at a safe distance apart) exchanged comments which had obviously not been selected from the book of Common Prayer; for the most part, however there was perfect co-operation.

Shortly before the little dredge reached the end of the jetty, a combination of southeast wind and outgoing tide brought about a situation in which we thought we were going to lose Little Aggie. The 30-ft. cruiser Vamos, which had served as committee boat and tow boat during most of the time the dredging was going on, found its powers taxed to the utmost to tow the dredge up the channel against a current that was running down to a minus tide. With both engines running full speed ahead and the tow line taut, there were times when it looked as if the tide had the best of the argument. But gradually, inch by inch, foot by foot, way was made against the current, and at last the dredge was able to anchor in sheltered water until good weather came again.

Finally came the day when Al Sparks announced that he had reached the west jetty end, with a channel 100



feet wide and with a minimum depth of 10 feet at low tide. From that day to this there has never been a time when we have had less than 6 feet of water in our channel. Subsequent harbor improvements brought us lengthened jetties and deeper and wider channels, but our major events in the year 1928 were carried out according to schedule and played their part in establishing our beautiful Harbor as the yachting mecca of the Pacific Coast. The total amount of money raised and expended in this enterprise was \$10,453.40, including the \$1000 contribution by Sparks and McClellan.

### WORDY, WEIGHTY WARS

Throughout the years when Newport Harbor was in its infancy, there were two schools of thought as to what kind of a harbor should be developed. The people of Newport, under the leadership of Lew H. Wallace, favored a commercial harbor. Those living at Balboa, East Newport, Bay Island, the Balboa Peninsula and Balboa Island were, for the most part, advocates of a residential and recreational community, with emphasis on yachting. This difference of opinion was taken seriously and aggressively and resulted in many a wordy battle before the problem was finally solved.

It should be borne in mind that Lew Wallace was the first citizen to spend time and effort to create a harbor on Newport Bay, so if he sometimes showed impatience with later converts to the cause who disagreed with him, it was but natural.

At a meeting of the Citizens' Harbor Committee, the Chairman, J. A. Beek, asked Vice Chairman Wallace to preside while he addressed the meeting. Beek advocated the abandonment of plans to ask for aid on a commercial harbor, and added that such appeals were not in good faith and resulted in adverse publicity.

He held forth at length, only to be followed by Lew Wallace, who presented his side and concluded by saying, "I've been fifteen years trying to get some sense into Joe Beek's head, and I've concluded it can't be done and isn't worth the effort anyway!"

A few days later these two gladiators met on a street corner.



Lew said; "Gosh, Joe, I hate to look you in the face after the way I blew my top. I told my wife about it and she said; 'Now you call Joe right up and apologize.' I called several times but you were out on the bay and I couldn't reach you."

Joe replied; "I told my wife about it too. She said: 'I'm surprised that it took Lew Wallace fifteen years to find out how stubborn you are. I could have told him long ago.'"

### THE LEE PFAU ACCUSATIONS

Suddenly, out of nowhere, early in 1925, appeared one Lee Pfau, who, in a series of literary explosions, accused Lew H. Wallace of stealing thousands of dollars in harbor funds. Now Lew Wallace, known everywhere as "Harbor Lew", because of his steady and persistent efforts in promoting Newport Harbor, was the last person in the world to be charged with appropriating harbor monies.

Lew had a passionate and almost holy desire to build a harbor in Newport Bay, and while in the early years he believed commerce was the answer in order to secure federal aid, he later abandoned that plan and went along with the recreational or yachting interests. This was due to the Roosevelt administration, who, in hopes of overcoming the depression of the thirties, spent money on all kinds of projects, including recreational waterways or inland endeavors.

Lew Wallace was at the forefront of every harbor movement and worked night and day to further any activity that had to do with building a harbor. He had a most winning personality and an infectious smile that cut the ground from under most opponents. So when Lee Pfau appeared on the scene and charged that Wallace had raided the "million-dollar harbor fund," a shock, almost like a quake, reverberated throughout the county. Columns were printed in the newspapers, with, of course, heated denials by Wallace and his hundreds of friends.

The upshot of the proceedings was the calling of a mass meeting at the Newport Beach Grammar school and 1,000 people filled the auditorium and overflowed into the halls. It was a drama-packed affair, All the

notables were there, official and otherwise; yachtsmen on the one side, commercial advocates on the other.

Pfau presented his story, which was quickly torn to shreds by Wallace adherents, who presented facts and figures against Pfau's undocumented evidence. It was brought out that the Fund Pfau charged Wallace with raiding, only contained \$50,000. With a tremendous shout the assemblage voted complete vindication of Wallace.

Pfau at one time also attacked H. L. Sherman over the Simmons Oil Pipe line attempt to use the Newport pier. Later he joined the Sherman forces in subsequent city elections, and as promptly repudiated him.

Lew Wallace came here shortly after the city incorporated. He was one of the purchasers of the Newport bank, a state institution, which later became The First National Bank of Newport Beach. Mr. Wallace was also a real estate broker and for years city treasurer. He labored year in and out for a harbor and, sad to relate, never lived to see the realization of his dream. The same is true of such men as J. P. Greeley, W. L. (Curly) Jordan, Al Fitzpatrick and others.

## THE VANISHING TOWN OF FAIRVIEW

Some vivid sidelights in the development of the Harbor district are in the starting and vanishing of the Town of Fairview near the intersection of Fairview Boulevard and Baker street, Costa Mesa.

Most qualified to testify as to what happened to Fairview is Mrs. Mary Babb, still living in 1957 in a home on Baker street, just off Harbor Blvd. She has been here for some 63 years and probably is the oldest inhabitant in the area today. She and her husband, Sherman Babb, arrived about 1893 or 1894 and took up residence in the town of Fairview where Amos Jefferson operated a 25-room hotel, Hot Springs and plunge and for whom Babb worked.

When a light earthquake about 1918 diverted the flow of the Hot Springs water and ended the stream, the town's usefulness ceased, the hotel was abandoned and sold at auction in 1920 to Charles TeWinkle who built a house from its timbers on a site where the Mode'o'Day dress shop in Costa Mesa stands today.

The McFaddens were constructing a railroad from Santa Ana and when they reached Fairview, Jefferson and a Col. Clark, who seemed to be in a sort of partnership, had a falling-out, parted company and the rail line went no further. A Mr. Collins owned the first store in Fairview.

In discussing events of more than sixty years ago, Mrs. Babb, whose memory is as sharp as in earlier days, said that they first lived in a small house behind the hotel, that there was nothing but waving fields of green as far as the eye could see. Newport, she said, was just a big field of weeds and sand where farmers would go to run their hogs and get sand for their yards. She declared there was so much rain that they had to move from their little house to higher ground across the road, as the house was a foot under water.

"We really got rain in those days," she said, "and it would flood everything for miles around. The little, one-room Fairview school was just down the road a spell, near the house of Henry Meyer on the road to Huntington Beach. Mr. Babb died in 1940."

Howard Bear, who farms large acreages just north



of Baker street, watches over and protects Mrs. Babb, who lives alone in her five-room house. His father, David ("Journie") A. Bear, aged 76 and still living (1957) on the old home place, settled in the district originally called Gospel Swamp, now Greenville. It will be recalled that the McFaddens brought teams and equipment from Gospel Swamp to dredge an entrance into the Bay at where the shoreward jetty is located.

Howard Bear recalls how Greenville got its name. He said when he was a boy the Pacific Electric picked up milk at Gospel Swamp and other stations between there and Huntington Beach. The farmers did not like the misnomer, Gospel Swamp and got into many a squabble over a better name. In the heat of the argument one irate farmer called the others a bunch of green horns and another tiller of the soil, shouted "why not compromise on Greenville;" and it is so called today.

#### ORIGINAL FLAG PLANTED HERE

Over a century ago a small band of home seekers travelled up the west coast of Mexico and landed on the bluffs above Newport Beach. They were bound for Astoria, Oregon, and the reason for the stopover was to get medical aid for a member of the party. This did not seem possible as death resulted, evidenced by a grave found by one of the early settlers.

Legend claims that these wanderers possessed an old flag with thirteen stars said to represent the thirteen colonies. A letter in the San Francisco Chronicle, June 29, 1935, sent in by Bert H. Stambaugh of San Luis Obispo, revealed a photo of the old Flag, which Mr. Stambaugh sent to Harry Welch in May, 1939. His letter in the Chronicle reads:

"Sir: It may interest the followers of the Flag controversy to learn that we still have with us the first United States Navy Stars and Stripes to float to the breezes of California and Oregon.

"Also it may interest more the folks of French extraction that the Boston pioneers of long ago placed this flag first at a point about midway between what is now Balboa and Newport, Orange County, Cal. This flag was woven on the spinning wheel of the time. The flag is still in splendid condition."

# *Chapter the Seventeenth*

## THE POLICE DEPARTMENT

While the city has always had a semblance of a police department, it also has had a large variety of marshals, chiefs and assistants. Most notable of the latter was Jake Souder, a portly commercial fisherman who achieved world-wide fame as being the only bare-footed assistant police chief to be found anywhere. Jake was a loquacious individual and was as good an officer as he was a fisherman.

Down through the years the city had a long line of police officials, the first city marshal being J. W. Struckenbruck. Then there was M. H. Swain, who also ran a printery, and while marshal, performed those services for \$20 a month. Next came Albert Hermes to be followed by James Porter, whose deputy was William Uhrlich, an upstanding citizen, who later became custodian at the Grammar school. Porter served until his death in 1926. Following his demise came David L. Adams, then Jesse A. Winn.

In the political upset of 1928 Rowland R. (Hodge) Hodgkinson was made chief, serving for 27 years, the longest tenure of any officer on the force. His assistant was Frank Naylor, who died in 1944, his widow, Ida Naylor, being one of the early postmistresses of the Newport Beach post office. "Hodge" resigned in 1952 and John Upson was named acting chief; a year later his appointment became permanent.

Following Naylor's demise, Hodgkinson appointed Walter Dyson as his deputy. Chief Upson later appointed Dyson, who in November, 1955, suffered a heart attack, and the verdict is that he cannot return to the staff, but must retire. Johnny Upson is the oldest man in point of service in the department.

To give some idea of how the department is growing, read on: In 1956 the department has two captains, Harry Lace and Vincent McManigal; 5 sergeants, two detective sergeants, 29 patrolmen, 5 traffic officers, a matron and 4 women clerks. The first budget was under

\$10,000; In 1955-56 it had grown to \$242,000, quite a neat sum to give this far-flung district adequate protection and a budget that exceeds the entire city budget of some ten years ago. Incidentally police activities cover some 500,000 miles of territory annually.

In the old days before mechanical contraptions estimated the magnitude of crowds, it was always a moot question how many visitors came here on a summer week-end, or a Tournament of Lights parade or any special event. We do know that it took hours for autos, nosing bumper-to-bumper down Central Avenue, to get out of the city.

So next day the local editor and the police chief would discuss the issue:

"'Hodge,' how big a crowd would you say?" (On this or that occasion).

"Well," he'd retort with a grin, "your guess is as good as mine!"

And the headlines in the next issue would chronicle, 50,000, 70,000 or 100,000 people spent the week-end, or saw the Tournament of Lights, or what have you?

Even in the Golden Jubilee year of 1956, this old timer is willing to put in with the next guesser on how accurate is the expert (?) on the vastness of the crowds at this seaside resort.

## THE FIRE DEPARTMENT

Back in "the good old days" a fire department was mostly a matter of volunteers and a blaze usually had a chance to burn itself out before the fire laddies could be recruited; and even so, it proved to be a bucket brigade.

It was Police Marshal Albert Hermes who first took up the subject of a fire force. The board acquired a lot on 22nd Street, Newport, in 1910, and three hose reels purchased. Later two fire extinguisher tanks, which were erected on wheels, and drawn by men, were secured. W. A. Cornelius, first editor of the Newport News, was made fire chief. This was made official by ordinance and Mannie Simberg was made chief later when Cornelius resigned. The chief got \$10 a month, the assistant, \$5 and the line-men \$2.50 on call. When Simberg resigned in 1912 Rube Shafer got the post. In 1914 he was succeeded by H. C.



Castle and in 1917 J. T. Norton took Castle's place to be followed by Robert Durkee, also a publisher of the Newport News. (No explanation seems forthcoming as to this penchant for editors on the fire department.) In 1920 the position was filled by A. W. Jackson.

Jackson maintained a semblance of an organization for several years with Theodore Robins as assistant and on Jackson's death in 1927 Frank Crocker became chief. He took as his assistant Jan Briscoe. Both men were employed in Felix Modjeska's electric shop in W. L. Jordan's building at Balboa, and quit to take over the department at 703 East Bay Avenue, which was headquarters for 26 years.

Crocker promptly reorganized the department and while he was the first paid chief, with a salary of \$200 a month, with his assistant doing his stint gratis and only getting paid on calls, the volunteers were trained in up-to-date fire fighting methods.

As the city expanded, so did the stations. These required new equipment and the second one at 2817 Newport Boulevard could care for flames in the Newport section adequately until top-rate hose carts, ladders, etc. arrived. This station was turned over to the city life saving headquarters in June, 1953, when the new headquarters at 475 Thirty-Second Street was dedicated June 19, 1953. It is located in the rear of the city hall grounds.

Mr. Crocker retired in May, 1952, and Mr. Briscoe made chief, who, in 1956, had served in the department for thirty years. Chief Briscoe in March of that year presented an award to Captain Ed. Zube, who retired after a quarter century of service.

The last station to be built was in the Corona del Mar district, as the rapid growth of the area required quicker and better facilities. It is located at 410 Mari-gold Avenue. Mr. Briscoe says that the department is now entirely on a paid basis as it maintains 29 paid workers and 30 volunteers subject to call, for which they receive wages.

### **WHEN THE FIRE PUMPER BURNED**

Just about where John Horman's wholesale fish house is located on Newport Boulevard due east of the South

Coast Company's buildings, H. A. Robinson, board-of-trustees member, constructed a large wooden livery stable and garage. This was around 1914.

A. W. Jackson was then chief of the volunteer department and he persuaded the city fathers to buy a second-hand pumper from the city of Long Beach. The only place to keep it was in Robinson's Garage, which had big double doors. The truck was kept near these doors, and as Robinson had plenty of space, he permitted out-of-town friends to park their Model T's in his structure.

The pumper had just been housed a few days and most of the volunteer boys had put their shiny helmets, their slickers and other equipment in the truck with the hose, to have it handy in case of a call.

So one night in March the big fog triangle on the old Newport pier sounded the fire call. Where was the fire? You guessed it. In Robinson's Barn, and the blaze destroyed the pumper, the Fords, the equipment and the building.

### CITY'S LIFE GUARDS

With the growth of the city and an occasional drowning in the surf or getting caught in the undertow, it soon became apparent that the city needed some sort of protection for human life. Prior to 1928 Antar Deraga, caring for the U. S. Weather Bureau reports, had charge of a few volunteer Life Guards. But Deraga and his crew could only perform on Sundays and holidays, when most of the visitors occupied the beaches.

As the fire department had the equipment, including the pulmotor, to resuscitate water victims, the logical thing to do was place the Life Guards in the hands of the fire department and the then Chief Frank Crocker took over in 1928. As there was little activity in the winter months it was necessary to only have two men on duty for those months.

For nearly thirty years this life-saving service was operated by the Fire Laddies and it was not until early 1956 that the branch was separated from the fire department and given headquarters in the old fire station on Newport Boulevard in Newport, with Captain R. L. Moore as head. He has been connected with that service

for 17 years and his regular assistants are Lts. Rick Othmer and Rocky Freeman, plus Guard Jim Richards.

## WHO BURNED NEGRO CLUB

In the spring of 1923 a group of Negro businessmen of Los Angeles organized an association for the building of a summer club at the seashore. In the 1920's beach clubs were mushrooming all over the Southland, and while many of them have died out, a few can still be found between Santa Monica and Santa Barbara.

So it was not surprising that Orange County citizens were startled one morning to read that such a club was to be established by our dark-skinned brethren between Newport Beach and Huntington Beach. Some thirty acres had been secured on the seashore not far from Huntington Beach Trailer Park.

Work started with a zest, pilings were driven into the sand and the first unit of buildings to cost a quarter of a million dollars was nearing completion. In fact the walls and roof had been finished and interior work was sufficiently along as to permit the installation of the first load of furniture.

How it started no one seemed to know, but early one morning, long before daylight the place was discovered a mass of flames. Fire equipment was sent from nearby towns, but owing to lack of water facilities, all the fire laddies could do was just sit and watch the structure burn to the sand.

In some quarters it was hinted the Ku Klux Klan had a dark and deep knowledge of the affair, because in those days the Klan was quite active in the Southland and on several occasions had set up fiery crosses on the hills overlooking Newport Harbor. It was also whispered that the destruction was spearheaded by prominent citizens from several towns in the vicinity.

In the nearly thirty-five years since that night no clue has ever been unearthed as to the guilty parties involved in the ruthless thwarting of a cherished plan, because no effort was ever made to carry out the beach club idea, as the land was returned to the former owners and the project abandoned.



# *Chapter the Eighteenth*

## CITY JUDGES I HAVE KNOWN

Just why they called a city or police judge, a Recorder, is about as odd as calling a township jurist a Justice of the Peace. Anyway, the first Recorder named in 1906 when the city incorporated, proved to be Henry A. Peabody, later a city trustee. But he resigned in May, 1907, to be succeeded by William Cox, who only served for a few months or until September of the same year.

Evidently with the purpose of tiding over the vacancy, John McMillan was appointed and he held office until January, 1908, when John King took over, until January, 1912. In April of that year, M. L. Orcutt got the job, to be succeeded two months later by Publisher Walter Cornelius of the Newport News. Six months after Charles H. Wallace, brother of Lew H. Wallace, the former now a citizen of Long Beach, was named.

Wallace was in office until June, 1913, when Brother Lew became Recorder and held the post until November, 1913, when Charles again took the position.

But with the municipal election of April, 1914, S. L. Collins took the job, holding it until July, 1917, and Leo Goepper assumed the role. In June, 1919, Byron Hall was selected. It should be known that the duties of Recorder were not extensive and the judge devoted much of his time to writing for the local paper, a spicy column of pungent notes about leading citizens. On his resignation in 1924, Andrew H. Wilson served until April, 1926 when Publisher S. A. Meyer was appointed, but as his paper was doing the official printing and advertising, City Attorney Clyde Bishop ruled that a person transacting business with any governing body, could not hold a public office, so, Meyer putting business above a judgeship worth \$50 a month, resigned. W. A. Leonard, who had been in the newspaper profession at Ely, Nevada, but had come to Balboa to make his home, was appointed and served for nearly 12 years or until his death in 1938. Robert Gardner, shortly out of law school, was given the post, officiating until 1941 when he joined the

## Navy in World War 2.

At the conclusion of the conflict in 1945 he was again given the post, being in office until 1947, when he entered the campaign for the Orange County Superior Court and was elected by one of the largest votes ever bestowed. In addition Judge Gardner was the youngest jurist to ever be sworn in for such a high post. At the end of his first term he was again honored and at this writing, 1956, is officiating ably and efficiently.

A. O. Jones followed Judge Gardner and then came Harry Blodgett, who, on his appointment as city attorney, was succeeded by Attorney Frank Linnell, who served in that capacity until 1953 when the state legislature changed the lineup of city judges by abolishing townships and forming judicial districts, with the result that Judge Donald J. Dodge, who had been Justice of the Peace for Newport Township for 10, these many years, was chosen as Judicial District Judge with offices in the Judicial building at Costa Mesa.

Judge Dodge was first appointed as Justice of the Peace in 1929 and has served his district continuously since, being the oldest official in point of service in the county. In his various capacities as judge, Harbor High school board trustee, and irrigation district director, he has been elected 21 times.

His term of office expires in 1959, at which time he will retire at the age of 71. He says:

"The Justice court will become a municipal tribunal next term and as such the judge will draw a higher salary. I am leaving the bench after 27 years in office and the business has grown to such a volume that it has become almost a 'grind.' The original courtroom was in a small building on my property. Today, the court proceedings in our judicial building requires eight people to handle the paper work which Mrs. Dodge and I formerly took care of ourselves."

## BOARDS OF TRUSTEES

First Board, Election, September, 1906: John King, A. N. Smith, G. T. Peabody, A. A. Lester, C. L. Lancaster.

Second Board, Election, \*April, 1908: C. A. Barton, A. N. Smith, F. W. Beckwith, Jos. Ferguson, J. McMillan.

Third Board, Election 1910: C. A. Barton, A. N.

Smith, R. J. Stauss, S. L. Collins, J. McMillan. A. A. Lester (appointed).

Fourth Board, Election 1912: W. K. Parkinson, Chas. H. Way, R. J. Stauss, S. L. Collins, Albert Hermes.

Fifth Board, Election 1914: W. K. Parkinson, Chas. H. Way, S. R. Jumper, H. A. Robinson, Geo. P. Wilson.

Sixth Board, Election 1916: Glenn Helms, John C. McCain, S. R. Jumper, H. A. Robinson, George P. Wilson.

Election 1917: J. P. Greeley, H. A. Robinson, J. J. Schnitker (appointed).

Election 1918: J. J. Schnitker, John C. McCain, J. P. Greeley, L. S. Wilkinson, Geo. P. Wilson, Arthur Heard (appointed).

Election 1920: J. J. Schnitker, Conrad Richter, J. P. Greeley, L. S. Wilkinson, Arthur Heard, Geo. P. Wilson (appointed), O. H. Burke (appointed).

Election 1922: J. J. Schnitker, Conrad Richter, H. C. Sloan, O. H. Burke, Geo. P. Wilson, L. S. Wilkinson (appointed).

Election 1924: Fred Young, Conrad Richter, H. C. Sloan, L. S. Wilkinson, Geo. P. Wilson.

Election 1926: Fred Young, Conrad Richter, Felix Modjeski, L. S. Wilkinson, H. H. Williamson.

### CITY COUNCILMEN

(In 1927 title of Board of Trustees was changed to City Council.)

Election 1928: Marcus J. Johnson, P. B. Ellsworth, Felix Modjeski, Hermann Hilmer, H. H. Williamson, Lloyd Claire (appointed).

Election 1930: Marcus J. Johnson, Mayor; P. B. Ellsworth, Lloyd Claire, Hermann Hilmer, Harry H. Williamson, A. J. Garfield.

Election 1932: Hermann Hilmer (Mayor), Paul B. Ellsworth, Lloyd Claire, A. J. Garfield, Irvin George Gordon.

Election 1934: Council remains the same.

Election 1936: Harry H. Williamson (Mayor), Lloyd Claire, A. J. Garfield, Irvin George Gordon, Elmer B. Whitson.

Special Election 1937: Harry H. Williamson (Mayor), Lloyd Claire, Irvin George Gordon, Elmer B. Whitson, James S. Brown.



Election 1938: Council remains the same.

Election 1940: Irvin George Gordon (Mayor), Lloyd Claire, James S. Brown, O. B. Reed, Robert Allen.

Election 1942: Clyan H. Hall (Mayor), O. B. Reed, Robert Allen, Irvin George Gordon, Lester L. Isbell.

Special Election 1943: Clyan H. Hall (Mayor), O. B. Reed, Robert Allen, L. L. Isbell, William A. Kirk.

Election 1944: Clyan H. Hall (Mayor), O. B. Reed, Robert Allen, L. L. Isbell, Earl W. Stanley.

Election 1946: O. B. Reed (Mayor), Robert Allen, L. L. Isbell, O. Z. Robertson, Earl W. Stanley (April 16, 1946 — resigned).

Special Election 1946: O. B. Reed (Mayor), Robert Allen, L. L. Isbell, O. Z. Robertson, Mason Siler.

Election 1948: Dallas K. Blue (Mayor), L. L. Isbell, O. Z. Robertson (resigned April 18, 1950), Ross Greeley, Dick Drake.

Election 1950: L. L. Isbell (Mayor), Dallas Blue, Ross Greeley, Dick Drake (resigned April 9, 1951), Braden L. Finch.

Special Election 1951: L. L. Isbell (Mayor), Dallas Blue, Ross Greeley, Braden Finch, Dale Ramsey.

Election 1952: Andrew W. Smith (Mayor), L. L. Isbell, Braden Finch, Norman Miller, Francis J. Horvath.

Special Election 1952: Andrew W. Smith (Mayor), L. L. Isbell, Braden Finch, Norman Miller, Francis J. Horvath (resigned September 10, 1952).

Election 1952: Norman Miller (Mayor), Andrew W. Smith, L. L. Isbell, Braden Finch, Gerald Bennett.

Election 1954: Mrs. Dora O. Hill (Mayor), Norman Miller (resigned September 13, 1954), Andrew Smith, Gerald Bennett, Lawrence B. Broering, Jr.

Special Charter Election 1954: Mrs. Dora O. Hill (Mayor), Andrew Smith, Gerald Bennett, Lawrence Broering Jr., Stanley E. Ridderhof.

General Municipal Charter Election; 1955: Mrs. Dora O. Hill (Mayor), Gerald Bennett, Stanley E. Ridderhof, Sandy MacKay, Clarence A. Higbie, Leland L. Wilder, James B. Stoddard. (Council increased to seven)

Special Charter Election, 1956: All incumbents whose office expired re-elected with exception of Gerald Bennett who was replaced by Charles E. Hart.

\*Elections held in April.

# *Chapter the Nineteenth*

## THE POLITICAL BATTLES

Almost from the inception of the city, politics bobbed its savage and heated head, with no holds barred. The early days were full of the temperance issue — the W.C.T.U. versus the saloons. Later the waterways came into the picture, then control of the liquor traffic, the struggle for a High School, but overall and through some four decades ran the fight for a harbor.

To the mind of the writer the most hectic years were from 1923 to about 1945, when recalls were popular, when reformers sought their way of life, when recreational vs. commercial harbors had aggressive adherents, ever ready to stage a life or death struggle.

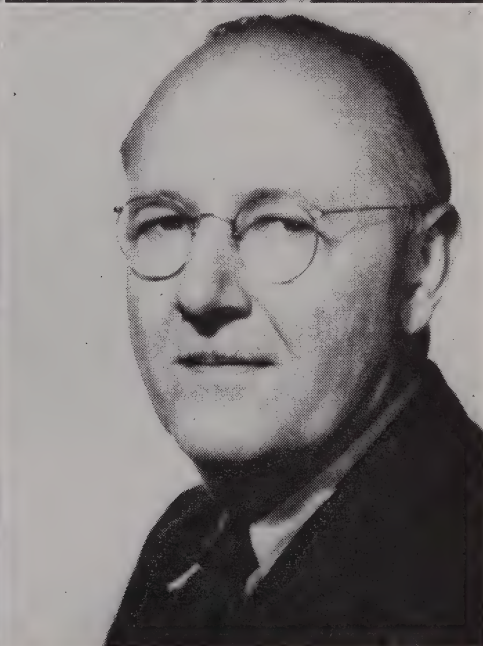
The names of Lloyd Claire, a councilman for nearly 15 years, and Frank L. Rinehart, city clerk for 16 years, stand out as a pair who maneuvered and won nearly every election, thus permitting them to dominate the policies of a growing municipality.

Theirs were unique personalities. Claire had an incisive mind, blunt and direct in his dealings with the public or his fellow councilmen; Rinehart had the soft-spoken word, the refusal to predict any vote and to keep workers on the job until the final outcome.

Claire was appointed in 1928 to succeed Felix Modjeski, who was the grandson of the famous Madame Helena Modjeska, who retired in 1876 to locate in a lovely home in Santiago Canyon. Felix's father was a noted engineer who came to Anaheim when Felix was a lad of 14.

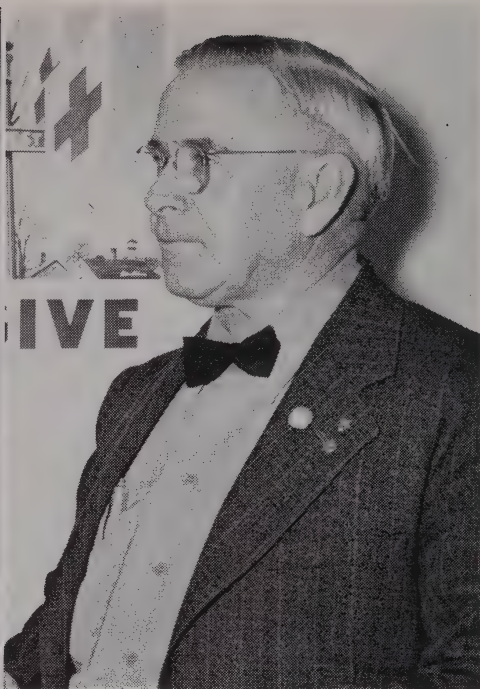
Claire took an active and decisive attitude favoring a commercial harbor. He served in the first World War and came to the beach in 1920 and helped found American Legion Post No. 291. His death in May, 1943, caused universal sorrow as was attested by the large number of mourners who attended his services.

Rinehart operated the first theater at Balboa in 1913 but in 1915 quit to become gas superintendent,



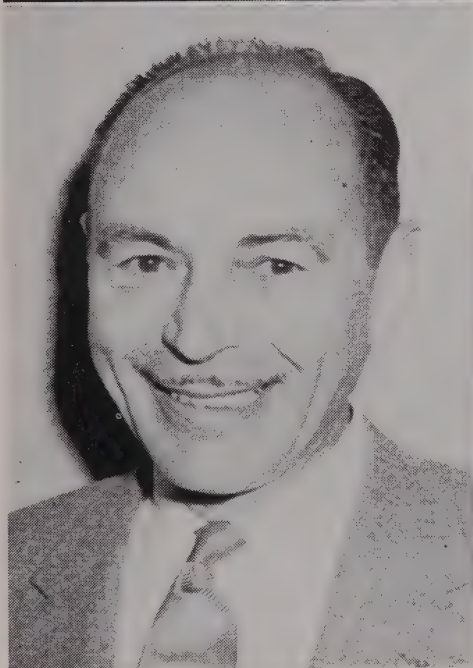
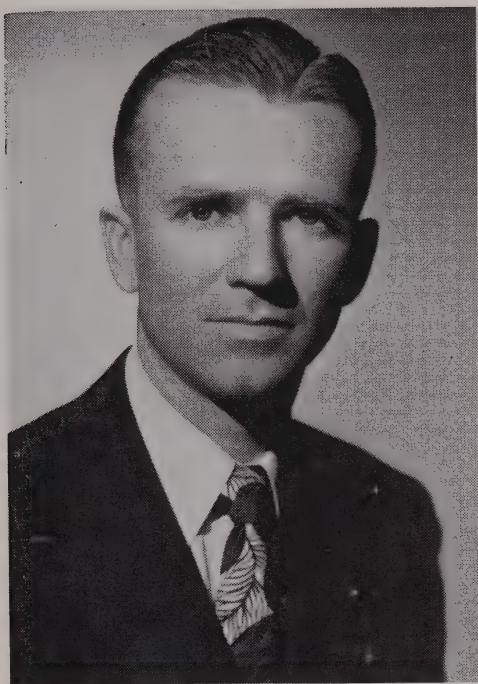
(Upper left) Councilman Lloyd Claire; (top r) — Former City Clerk Frank L. Rinehart, (lower l) — Miss Margery Schrouder, today's city clerk; (r) Charles K. Priest, resigned city clerk.





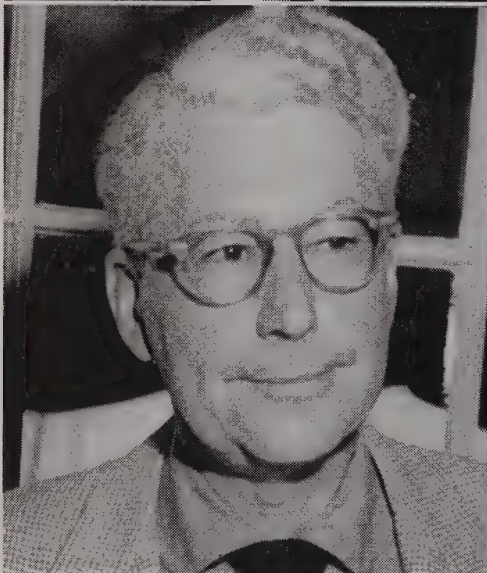
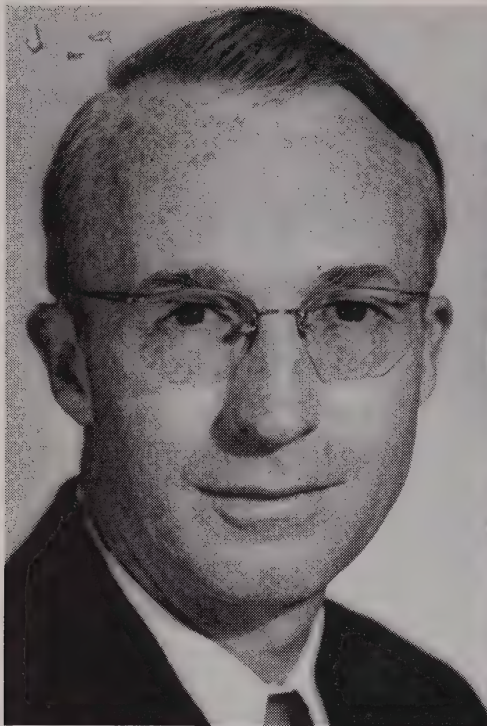
Newport Beach, Calif.  
1929

(Top left) — R. J. Briscoe, appointed fire chief in 1952; (upper left) — Former Fire Chief Frank Crocker who had served since 1927; (lower) — two pieces of fire fighting equipment in 1929, with crew of Engine Co. No. 1 and Hose Co. No. 2.



(Upper left) — Superior Judge Robert Gardner; (upper right) — Judicial District Judge Donald J. Dodge; (lower left) — Police Chief John Upson; (right) Rowland Hodgkinson, resigned in 1952 as police chief for 27 years.





(Upper left) — Roland Wright, oldest bank official here in point of service and assistant vice president of Bank of America; (upper right) — Miss Marguerite Way, first president of Business and Professional Women's Club; (lower left) — Leslie L. Steffensen, Chairman of Citizens Committee of City Council; (lower right) — Al Anderson, well known Balboa who created the "Fun Zone."



which city post he held until 1919, when the plant was sold to the Southern Counties Gas Co. He was then named street superintendent, holding the title until 1928. In that year Henry L. Sherman, author of the first History of Newport Beach, who had come here several years earlier from the Imperial Valley, took charge of the campaign that defeated the current regime.

The greatest upset was the ousting of Paul E. Kressly, who had been city engineer for many years and the Sherman group had found dissatisfaction with his various jobs of installing sewers, water mains, etc. Kressly served on a commission basis, also a bone of contention. Richard L. Patterson was appointed on a salary basis, which plan continues today, with Bert Webb succeeding Patterson who resigned in March 1946 to go into private practice.

With the death of Clyde Bishop in 1927, Franklin G. West of Santa Ana was appointed city attorney. West, whose decision invalidated a recall petition, was also a hotly contested issue, and the incoming board named Roland Thompson as city attorney. West was later elected Superior Court judge, a position he has held for many years.

William Burnham was in charge of the development of the Balboa Peninsula owned by the Blankenhorn Co., and when the west jetty work was completed, it not only washed out much of his company's sand lots, but the former trustees had promised its construction would be done under the direction of the army board of engineers. It was contended that Kressley had not done the job according to federal regulations.

When Burnham and Sherman appeared before the city dads prior to 1928, their protests were rejected — and the battle was joined. Dr. Conrad Richter, was mayor and his handling of the lengthy debate that ensued, was one of the highlights. However, at the following election, he, Fred Young and L. S. Wilkinson were defeated and Marcus Johnson, Paul B. Ellsworth and Dr. Hermann Hilmer seated.

Efforts had been made to persuade Sherman and Burnham to run for city trustees, but both steadily declined, despite the fact that their views were contin-

uously published in the local and Santa Ana newspapers denouncing the trustees.

The Tax Payers league, founded by Burnham and Sherman, came to the surface to fight an Oil Pipe line, proposed from the Huntington Beach fields. Thos. W. Simmons was the promoter who wanted a pipe line franchise and lease of the Newport pier. The cry was raised by the commerical faction to bring in industries. The election Nov. 21, 1943, voted 335 to 244 in favor. With that in the bag the oil proponents waited more or less patiently for Simmons to start operations. He seemed to vanish and with it one more blow to a commerical harbor. It was a belated victory for the antis.

Irwin George Gordon, a city trustee for three terms, resigned in January, 1943, to be seated as the first supervisor from Newport Harbor to represent the Fifth district, although George Jeffery of Tustin was one of the best boosters Newport Harbor ever had. He was responsible for the concrete highway between Santa Ana and Newport Beach and worked day and night to induce the supervisors to call the county election that voted \$640,000 for harbor improvements. Andrew Kirk, a well known oil man, succeeded Gordon on the city board.

Albert Smith was elected city clerk in April, 1920, but Vivian Seebring won out four years later, resigning in March, 1926, with H. W. Nickerson being appointed. When the Sherman group took up the cudgels in 1928, Smith went in as city clerk again, but in 1932 he lost to Rinehart, who, as has been stated, held sway until 1948. While he was on the later ballot he made no effort to win as he felt the time for a change was at hand and he wanted to retire to a ranch he and his brother operated in the Stanton area. Another reason was that a city charter was in the offing and said charter made the city clerk post appointive; the electors seated C. K. Priest, veteran writer and newspaperman.

Priest was reelected in 1952 but when the new charter became operative in 1955, disagreement arose between the councilmen and Priest over ways and means, with the result that he tendered his resignation, which was accepted. Priest has gone back to his love of magazine articles with considerable success. He later was appointed assistant City Clerk of Costa Mesa.

## SANTA ANA VS. THE HARBOR

While the attitude of Santa Ana leaders toward Newport Harbor has changed for the better in these later years, it was not always thus. Even from the days of the city's incorporation, when local option was under dispute, certain Santa Ana organizations tried to prevent this city from going "wet".

In the battles for creating a harbor some Santa Anans could not see any real reason for voting funds, even when it was decided to call it Orange County Harbor and create a county harbor district. The early owners of the Santa Ana Register fought the project and Publishers T. E. Stephenson and J. P. Baumgartner, with whom the writer was personally friendly for years, told him that they could see little good in spending money for harbor development.

When J. Frank Burke bought The Register from Baumgartner and Stephenson for a reputed \$750,000, in the early 20's, one of his first plans was to try to annex a strip running down Newport Boulevard, embrace Costa Mesa, and acquire an outlet to Newport Bay, the enterprise taking in some 6,000 acres. W. Carl Spencer, who was related by marriage to the Bixbys of Long Beach, and who had done considerable in aiding Costa Mesa get started, was a firm advocate for joining Santa Ana.

As strongly opposed were The Irvine Company, then presided over by the late James Irvine; the Santa Ana Sugar Company, the Whittier Estates, George Watterman, rancher, and others. Stanley Reinhaus, representing those interests, carried the fight to the State Supreme Court. Many heated meetings were held. Watterman accused The Register of bias and being unfair, and declared the paper refused to print the opposition side of the dispute. Burke, in one issue, did print a Watterman argument, but instead of publishing the letter in its entirety, took it apart and interjected his own comments, instead of replying in another column.

The Santa Ana City Council finally called an election for May, 1928, and when an appeal was made to the high court, the voting was delayed for several weeks. In the final analysis the annexation was defeated by an overwhelming majority, 770 to 160.



## THE HIGH SCHOOL DISPUTE

During 1927-28 local efforts were started to secure a High School for the harbor district, which then was a part of the Santa Ana school district. While this battle is printed elsewhere in the book, it would not be amiss to point out that County Supt. of Schools R. P. Mitchell, (1911-1931), City Supt. of Schools J. A. Cranston, (1908-1931), the Santa Ana Board of Education, The Register and other interests opposed every attempt to secede and form a district of our own. The main reason was that Santa Ana was collecting more than \$100,000 annually in taxes from this area with a mere handful of local children attending High School in the county seat. Victory came only after seven years of continuous effort.

The Register also took an active interest in the local 1928 city election for trustees and induced a group to start a newspaper at Balboa for obvious reasons. That paper also altered statements made by Harry Welch and J. A. Beek in appearing before the county board of supervisors, to the effect that "a new city council will be elected and will be favorable to appropriating funds for dredging."

"I did not predict anything of the kind," wrote Mr. Beek in the Newport News. "I said the incoming city council in making up its new budget will be asked to include a harbor maintenance fund. This and a similar statement regarding Harry Welch's attitude seems to be a favorite pastime of a Santa Ana newspaper in twisting interviews to its political liking, rather than to what might be the real truth. This is one of the main reasons why endeavors and advances made to the towns adjacent to Santa Ana are always regarded with suspicion."

In all fairness to the present management of the Register little, if any, effort has been made to harrass the harbor section.

### "BATTLE OVER HARBOR LINES"

Contention has always been apparent between the city and the county supervisors over harbor lines and issues. In 1954 Joel Ogle, the County board's attorney, claimed the tide lands around the Balboa Bay Club. In discussing this issue with Lester Isbell, a councilman from 1942 to 1954, he stated that Ogle and Roland Thompson, then city attorney, argued unceasingly over tide lands, policing authority, upper bay lands and other

matters, with Ogle generally getting the worst of it.

In 1926 when harbor bonds totaling \$1,200,000 were to be voted, considerable opposition developed, resulting in their defeat by the county. Harry Welch, in his memoirs, said:

"A year or two after this election the owner of Santa Ana's most influential paper was present at a large social gathering at Newport Beach. This important person had only been living in the county about two years, but during that time had been very active about the county. He said to the group:

"'You know, fellows, when I first came here, I visited the harbor to look it over, and I wondered what was the matter with you folks that you didn't put over that bond issue. I thought the fault must have been with you down here. But since I have been here and around, I am astonished to find the bitter opposition which exists in the most influential places. Today, I don't wonder how in the devil you got as many votes as you did.'"

#### AS TO TIDE LINES

Morgan Noble, harbor engineer, in commenting on the tide lines around the Balboa Bay Club, said his data revealed that the State of California gave the city the tide lands to the north line of the Santa Ana river in 1919. The crux in that dispute was just where was the north line, as in the same year the river was diverted from the bay to empty into the ocean beyond Bitter Point, located nearly a mile west of the Bay Club. City Attorney Thompson claimed that the northern line of the river could be at Bitter Point while County Attorney Ogle maintained that the northern line was in the Bay and that the diversion did not occur until AFTER the tide lands were awarded the city by the state.

Another controversy appeared when the city began proceedings to annex Upper Bay territory in 1955. Mr. Ogle declared the county owned tide land (some 400 acres) that had a value great enough under the annexation law to control half of the area to be annexed; hence the city could not take over that region. He contended several hundred thousand dollars worth of county land was at stake and threatened court action to

halt the city's plans. The matter was finally dropped by the county and the annexation went through.

Under the act of the state legislature a county harbor district was formed. Little attention was paid to the matter although the supervisors under its county ordinance 424 enacted the provision. For several years nothing was done about the harbor consolidation of city and county, the county apparently being content to let the city run the harbor. But Dr. Howard Seager, former Los Angeles port collector, broached the subject at one of the service clubs and kept up the agitation until the county took cognizance of its own ordinance, and appointed a harbor commission after a city-county conference, as follows:

Theodore Kuchel, publisher of the Anaheim Gazette and brother of U. S. Senator Thomas Kuchel; Roy Edwards, son of the late Nels Edwards, state highway commissioner; Elmer Hughes, former mayor of Seal Beach; the late Leonard Swales, noted yachtsman; Walter S. Spicer, well known lumberman.

During the late 1920's the city had plenty of sanitation problems, especially with its outfall sewer deposits as the sludge material, when washed by flood toward the city, caused contamination and illness. Prior to 1928 the County Health department, under Dr. K. H. Sutherland, made strenuous efforts to minister to the needs of Newport Beach, even though, all through the sewer controversy, he had not lifted a hand to help, and such relief as the municipality received came from the state health board. Had the city permitted the county health board to come in, it would have ended any assistance derived from the state, and so far as the outfall sewer was concerned the county officials never merited local confidence. So in June, 1928, the council rejected Dr. Sutherland's proposals.

### THE JUNIOR COLLEGE FRACAS

As usual, when the newly formed Orange Coast Junior College, sought to secure a part of the old Army Air Base, north of Costa Mesa, the Santa Ana Board of Education tried to block the proceedings. In December, 1947. Dr. Basil Peterson, president of the College, was in Washington conferring with the various departments



to secure the go-ahead signal on the acquisition.

In the midst of these conferences Harold Yost, secretary of the Santa Ana board, sent telegrams to Senator William Knowland, Congressman John Phillips, (both California officials), the War Assets Administration and the U. S. Office of Education, protesting the procurement of such lands. Telegrams were sent December 12 and 15, 1947. The effect of these messages was to block any action by the federal government in transferring title of property to Orange Coast College.

It is still a mystery as to what Santa Ana expected to gain by their protests. It is surmised that they merely wished to block the establishment of another college in the same area which might result in reducing enrollment in Santa Ana College.

The California department of Education, at the request of Orange Coast College, stepped into the picture and called a meeting of the directors of both districts. As a result Santa Ana rescinded its protests as the Coast College said it had no intention of encroaching on Santa Ana's boundaries, nor do any proselyting of students within that district, except what would come in legitimate exchange. On the basis of this agreement the Santa Ana board sent telegrams withdrawing their protests.

## RIVALRY BETWEEN TOWNS

Within the writers' ken there had always been heated and spirited rivalry between Newport Beach and Costa Mesa. This competition was not so much one of emulation but rather erupted from the feeling among some Mesans that Newporters wanted to encompass and make them a part of Newport Beach. Dozens and then hundreds of city workers made their homes on the Mesa. Lots cost less there and it was believed that merchandise was more reasonable on the hill, a circumstance that has resulted in at least more food stores and chains operating on the Mesa.

Sporadic efforts had been made through the years to unite the two towns by means of incorporating Costa Mesa into Newport Beach. The more peaceful element of the citizenry on both sides, opined that this was a most

sensible solution, because a united population could achieve more with outside interests than a divided one, especially as all factions were interested in harbor expansion.

In the early 20's one Chamber of Commerce served the entire business locale. The same was true of the service clubs notably when the Exchange and Lions groups were formed with members from all points.

Another fear entertained by the Mesans was that the politically-minded beachites wanted to absorb the hillites to gain more civic power, thus swallowing the identity and submerging the Mesans into their scheme of things. The two communities would be going along amicably for a spell, with leaders quietly discussing issues, when, bingo! into the ash can would go all the efforts!

Recalling just one instance: Donald J. Dodge had succeeded Andrew H. Wilson of Balboa as justice of the peace, being appointed by the supervisors in November, 1929. The J. P. had charge of the court business in Newport Beach township, (Now Judicial District) comprising the entire harbor district. Judge Dodge conducted his judicial proceedings in a small room adjacent to his farm home, a few blocks west of the Mesa. As the area expanded, so did the court's work and efforts were started to secure larger quarters.

Finally, about 1948, the county supervisors agreed to erect a Justice of the Peace building at Costa Mesa and appropriated \$75,000 for the project. At Newport Beach the new city hall had just been completed and Dick Drake was serving as mayor. Evidently imbued with the idea that the county could save some money, he suggested that the Justice Court could occupy a room or two in the new building. This would tend to make the \$75,000 unnecessary. Did that arouse the Mesans? You said it! Just another excuse to toss a stink bomb! And the chances of combining again went out the window.

However, there were and are many forward citizens who felt the two cities had a common interest. When the first Orange County Harbor Chamber of Commerce was started in April, 1923, some of its best boosters were Dr. C. G. Huston, Judge Dodge, C. W. TeWinkle

and other Mesa folks who joined the body, with Dr. Huston as president.

It was through the endeavors of Dr. Huston, W. C. Spencer, R. G. Chambers, Mr. TeWinkle and others, who succeeded in securing a highway from Costa Mesa to the northern part of the county, by-passing Santa Ana and other populous centers. This was called Fairview Highway in 1928 and known today as Harbor Boulevard.

### SOUGHT TO CHANGE CITY'S NAME

For several years after the Harbor was opened by combined federal-county work in 1933-34, and the community started spreading its growth wings, people began discussing the fact that a beach name was not conducive to proper expansion. It was felt in some quarters that a more dignified cognomen should be applied.

This agitation continued until in 1940 advocates for a change succeeded in persuading the council to call an election. Many versions were presented, but the final proposition on the ballot was: "Shall the name of the city of Newport Beach be changed from Newport Beach to Balboa?"

Ten consolidated precincts voted thus: Against, 1014; For, 581.



# *Chapter the Twentieth*

## THE COAST HIGHWAY

What, perhaps, contributed as much as anything to the growth of Newport Beach, in addition to its harbor, was the opening of Coast Highway 101-A from Huntington Beach to Laguna Beach. The old South Coast Improvement Association, which was doing business as early as 1913, was headed by a group of notable boosters, with these organizers and officers:

J. A. Armitage, Sunset Beach; J. P. Greeley, Balboa; E. J. Louis, Los Angeles; A. B. Rousselle, Balboa; Thomas Haverty, Naples; D. P. Harrison, Balboa; W. A. Cornelius, Newport; Albert Hermes, Newport; Lew H. Wallace, Newport; T. B. Talbert, Huntington Beach; Dr. A. M. Dam, West Newport; W. D. Seeley, Huntington Beach; W. W. Wilson, East Newport; P. A. Stanton, Bay City (Seal Beach); W. S. Collins, Balboa Island; H. L. Heffner, Huntington Beach; Frank Griffith, Naples.

But behind that opening lies yet another story of the many trials and tribulations that always seemed to "dog" the footsteps of Newport Harbor. In 1911 C. L. Lancaster bought a large tract in West Newport. Its acreage extended to the Santa Ana river on the west, to The Arches on the east. When Lancaster died in 1913 his estate was in such a deplorable condition that his widow joined the clerking staff of Bullock's, Los Angeles. It took ten years of litigation before it was settled.

Meridith & MacLain, attorneys at Huntington Beach, handling the Lancaster estate, which also owned realty in the oil fields there, enabled Mrs. Lancaster to enjoy some of the black gold in her later years. So in 1923 the lawyers appeared before the Newport Beach board of trustees, on behalf of Mrs. Lancaster, and offered to sell enough of the West Newport holdings to provide for a road right-of-way along the shore below the bluffs bordering the present 101-A. The offer, of course, was accepted.

The old South Coast Association lingered on for a few years but with the oil boom at Huntington Beach, went into decline. When Harry Welch appeared on the scene

in 1923, one of his first objectives was the revival of this group. As usual, in his unobtrusive way, he thoughtfully chose an inlander to bring it to life, and in October, 1927, Dr. F. W. Slabaugh, Santa Ana, and genial purchasing agent for Orange County, made the suggestion and was elected the first president of what is now the Orange County Coast Association.

Legislation, both state and county, was needed to build a bridge and a highway, because, in those days, the auto was still in its infancy and railroads had strong lobbies in Sacramento and Washington. But in 1927 the bridge over the Santa Ana River was dedicated with the nation's adorable actress, Mary Pickford, on hand to cut the ribbon held by Thomas Talbert, Chairman of the County Board of Supervisors, State Senator Phil A. Stanton, J. P. Greeley, Jess Armitage and others.

Again in 1928 when the highway was completed from Newport to Laguna Beach it was Mary Pickford and her actor husband, Douglas Fairbanks, with the aid of Nels Edwards, Orange, a member of the state highway commission, who assumed the easy task of tying, instead of cutting, the ribbon, uniting Newport with Corona del Mar and Laguna Beach. It should be known that the old road was nothing but a ribbon of dirt and such old timers as H. M. Blake, now operating a museum of western relics at Corona del Mar, drove a span of mules between Texas and Los Angeles hauling merchandise both ways.

The activities of the Coast Association were many and varied. The Ortega Highway, out of San Juan Capistrano, over the mountains to Elsinor, was a project accomplished with the able assistance of George Jeffrey, then Orange County supervisor, in addition to the highway between Santa Ana and Newport Beach. Securing state parks along the beaches, and the "Forty Miles of Christmas Smiles," were originated by Dr. C. G. Huston of Costa Mesa, who, in his years here, took an active part in harbor and Chamber of Commerce endeavors.

With the passing of Mr. Welch in 1954, Herbert Kenny, for years postmaster at Balboa, was chosen secretary, a post he held for three years with an earnestness and enthusiasm comparable to the efforts of his predecessor.

## CITY TRAILER CAMP

The site of the present city trailer camp started off as a city camp ground, July 7, 1919. It was on land acquired from the Pacific Electric Land Co., between 16th and 18th Sts. on the bay shore. Jonathan Tibbets was first custodian and water was piped to the grounds and toilets installed. March 7, 1923 it was decided to continue the camp grounds as far as 19th St. and Jan. 18, 1926, the city entered into a contract with J. H. Estus, hardware man to put in gas plates for cooking, Estus to collect 25 cents a day from each camper. Later this extra block was excluded.

In 1930 the Pacific Electric sold its property between 9th and 15th Sts. to the Otto G. Wildey Co. of Los Angeles, and on Wildey's request the city closed the section of the camp that abutted on his property as he was placing it on the market in lots.

The entire camp ground was then fenced and the entrance established at 18th St. With the coming of trailers the ground was converted into a trailer camp and in the spring of 1956 was entirely renovated into a de-lux trailer court with a picnic ground along the water front. The work was done under the supervision of City Engineer Bert Webb.

The old grounds accommodated 120 trailers, while the enlarged area takes care of only 59. This is due to the fact that the trailers today are larger, while sewer, toilet and other facilities make the sites more ideal and convenient. The Camp Grounds have been completely revolutionized with paved streets, trees, walks, sprinkler system and thorough modernization. It provides all trailers with a water view and will, it is hoped, increase the revenue by providing a first-class park.

## GLENN MARTIN

In 1912, Glenn L. Martin, then a young man whose home was in Santa Ana, got the flying bug. He had a small bicycle shop. He fashioned a crude flying machine and brought it down to Newport Bay where he "took off" for Catalina, succeeding in making the round trip. He had constructed pontoons and was able to land on the water. He reached Avalon and settled in the harbor there, then returned and alighted again on Newport Bay.



The date was May 10, 1912, and 'tis said, was the first time man had been able to land on water from the skies.

Martin was always interested in flying stunts, such as making a pair of wings and jumping off the roof of his barn with little personal injury, except the complete destruction of the wings.

The Wright Brothers' flight fired his ambition to do likewise and in order to buy equipment he needed money. So what better than to go to his local bank, The First National, and approach the then cashier, Bry Williams, for a small loan. The conversation, as told later, ran something like this:

"What do you want the money for?", asked the cashier.

"Why, I- -I'm interested in flying and need a couple hundred dollars for parts, canvas, silk, etc.—"

"Young man," was the severe answer, "you'd better get such foolishness out of your head and settle down and do something useful!"

Glenn Martin died in December, 1955, and left an estate of over \$14,000,000!

Dan L. Thrapp, religious editor of the Los Angeles Times, recites that:

Glen L. Martin built his first airplane in a Santa Ana church, but try to find out the facts about it and you can work up much overdue sympathy for the harrassed church historian. It happened too long ago.

Secretary Harriet Crago at Bob Shuler's First Methodist, however, dug out the facts.

Built in 1908, this was not only Martin's first ship but the first airplane built in the West. It was a pusher type, and the only building offering sufficient floor space for its construction was the old sanctuary.

The structure belonged to the South Methodist Episcopal Church, forerunner of the Spurgeon Memorial Methodist Episcopal Church South. South Church having built a new sanctuary, sold its old one to First Methodist Episcopal Church, which moved it to the back of its property at 2nd and Main Sts., next to the present City Hall in Santa Ana.

There Martin built his plane. Previously he had fashioned successful gliders, but this was the machine that launched him on his long and fabulous career.

# *Chapter the Twenty-first*

## **NEWPORT BEACH CITY HALL**

You can take it from almost any well-grounded citizen, that behind every worth-while project, there is a leader or two, who believes that the impossible is possible. That's how it was with the city's handsome city hall of today.

In 1926 Roy H. Summers was elected treasurer, running, more or less, on a reform ticket, with the going salary of \$50.00 a month. Now any sane-minded person knows darn well that you can't live on fifty bucks a month, even in those high-faluting years when we were riding to a fall in the late unpleasantness of 1929. What did Mr. Summers do? He resigned, and according to the clerk's Minutes, Frank Rinehart was appointed treasurer, in addition to his duties as street superintendent.

With the upset of the city council in 1928, J. A. Gant, who ran a small grocery at Balboa, was elected treasurer, the post becoming vacant when the street super lost his job and Tom Heath, his assistant, appointed. At that time the deputy tax collector was part of the duties of the chief of police, who was relieved of that task and the treasurer given those powers. Then the position of auditor was created and a stipend of \$250 made for the two, both being tossed in the lap of the custodian of city funds, and presto! the treasurer's honorarium was worth \$300.

Just to show what the city had in the way of a treasurer, listen: The legislature met in 1929-30 and out of that session came a law permitting cities to take delinquent taxes, (of which there were plenty bouncing around), sell the lots to which the taxes were assessed, and place the monies in any funds desired. So Mr. Gant, with the help of Roland Thompson, then city attorney, and aided and abetted, of course, by the trustees, placed such revenue in a special fund for the purpose of building a city hall, which had for years held forth in the little white building on the Newport water front. Goodness knows, it, the building, had been busting out of its

breeches for a long, long time. It has since been demolished.

There were several choice areas within the municipality where taxes had been sadly delinquent, such as Corona del Mar, which earlier and eagerly, had voted assessments of some million dollars for water, streets, etc. The lots were selling, or trying to, for \$250. The assessments ran between \$350 and \$400. People just walked off and left them and the city had to take them over. Other tracts were in Seashore Colony, some underwater lots where the city hall stands today, and other sections.

So Mr. Gant, with the legal aid of Mr. Thompson, began looking for customers. If they couldn't get \$200 or \$250 or more, they would not be adverse to getting an offer of \$100, or what have you? Realtor Ralph Maskey also did much selling. In this way the special fund was built and slowly reached \$100,000, then \$200,000 and so on, until R. L. Patterson, who had been made city engineer to succeed Paul Kressley, was authorized to prepare plans and specifications. The building cost \$269,000 and the furnishings approximately another \$100,000, and the nicest part of it, it was presented to the public, free and clear of bonds and all such unhappy trivia.

The 4½ acres was purchased by the city in the early thirties for \$10,000 and its land value today (1956) is placed at the modest sum of \$250,000! And as Les L. Isbell tells it (Councilman for 12 years, 1942-'54) "don't think there weren't frequent and determined efforts to spend that city hall fund for sundry and other nebulous uses by incoming councilmen!"

Incidentally Mr. Gant retired from his job in April, 1952, after 24 years of performance, with never an elective defeat. Another of his accomplishments was putting into effect the pension system in 1945, which brings retirement at the age of 70. And in passing it is nice to note that Johnny McMillan, now water and sewer superintendent, is the oldest employee in the city and still going strong in 1956. He's been 30 years on the city's payroll.

Also it might be recited that buried in the old city



files is an ancient petition of some 200 names of citizens asking that the council buy the old school house and use it for a city hall. The year was 1922, and it was so ordered.

### PETE NELSON'S DECIDING VOTE

Just how the City Hall was built on its present site, is but another small chapter in the ever-changing drama of this politically-minded shore. After funds had been assured, the question of a location came to the surface. There were at least three and then they simmered down to two—Cliff Haven and Newport.

The city planning commission, first consisting of five, then raised to nine members, began studying the places in 1947. After several stirring sessions, the final vote revealed four in favor of Cliff Haven and four for Newport. The deciding ballot was to be cast by A. M. (Pete) Nelson, for years city building inspector and board member. He cast his choice for the acreage it occupies today. And don't think that pressure wasn't brought to bear on Pete!

A brief sketch about Mr. Nelson would not be amiss. He came to Balboa in 1924 and got a job with Ellsworth Bros. & Son, building contractors. Frank Ellsworth was the father of Paul, later a councilman, while Fred was a brother of Frank. Nelson went to work as a carpenter on the new home of the late Judge Rhodes Hervey.

In 1930 Nelson was given the post of city building inspector, handling the work of applications, inspections, fees and such other details, all himself. It is absorbing to recount that during his first year the permits issued were 287, while in 1955, when he retired after a quarter century of service, 1,267 permits were issued, totalling more than \$8,000,000.

While it is true that permits today run into the millions of dollars, it now requires seven people to handle the work, with Robert Glenn, director of Building and Safety, and E. B. Whitson handling the electrical installations and James Brown structural inspector. Both were former councilmen.

Prior to Pete's retirement in February, 1955, the



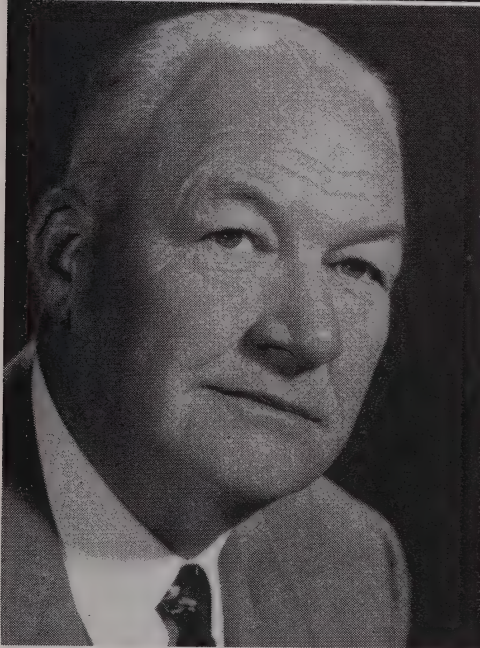
What Orange County Coast Association Did: (upper) — James S. Barrett passing Association Gavel to Herbert Kenny in 1954 when former retired. Mr. Kenny resigned as Balboa postmaster in 1956 after 15 years service; was largely responsible for establishing the Orange County Sanitation district; (lower) — Divided Highway from Costa Mesa to Newport Beach; (right inset) — Mary Pickford (center) dedicated opening of Coast Highway in 1927: holding ribbons (left) Gov. Wm. D. Stevens, Jess Armitage, C. M. Featherly, Nels Edwards; (right) — Geo. T. Peabody, Geo. P. Wilson, J. P. Greeley, Thos. Talbert.





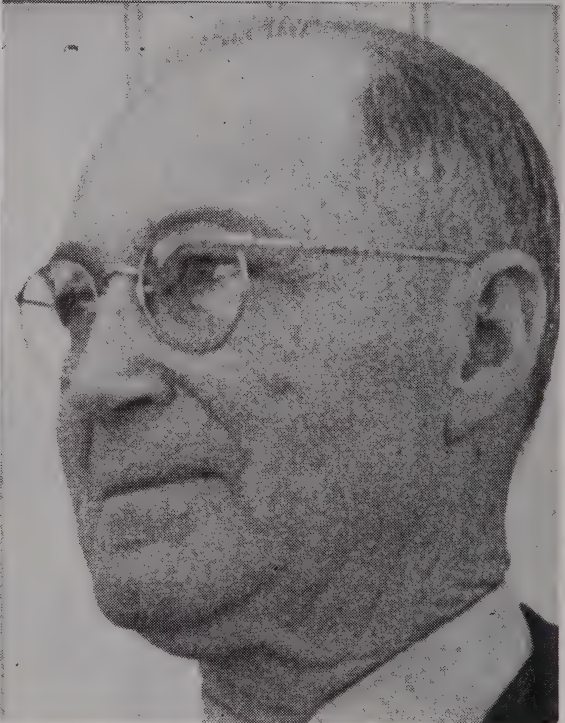
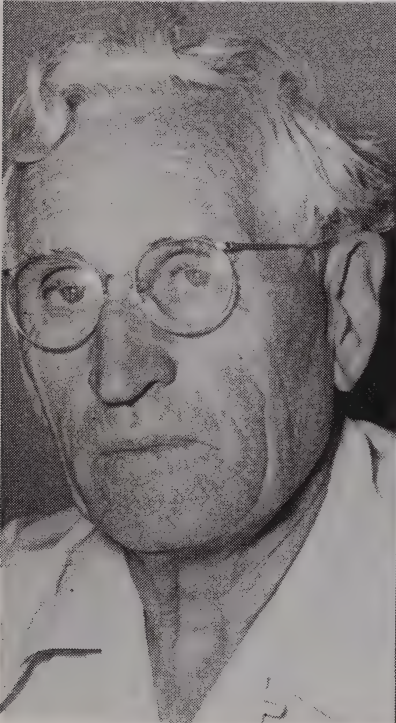
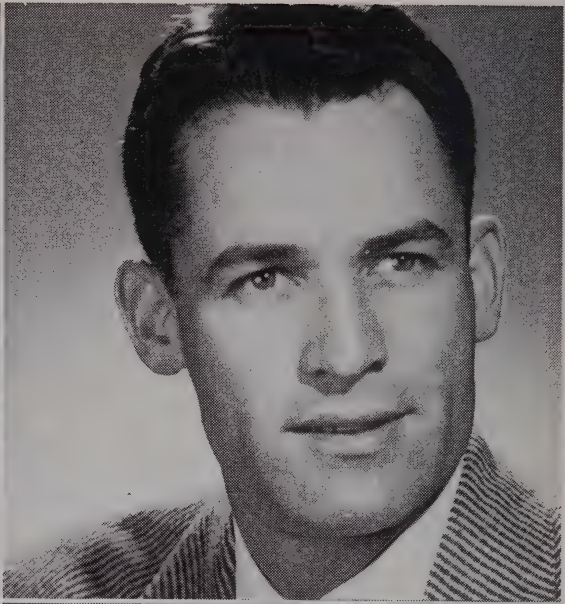
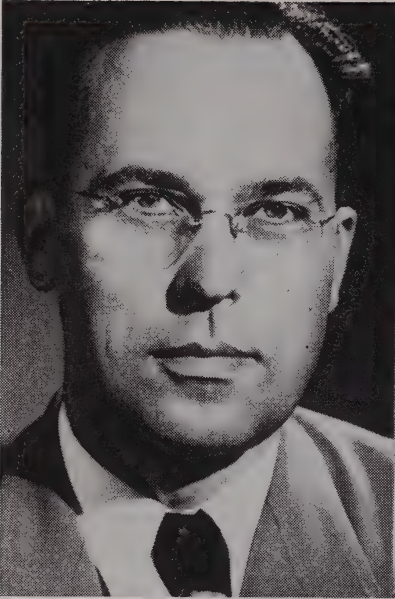
(Upper) — View of annual Race of Sailing Vessels from Newport Beach to Ensenada, Mexico. Photo taken in 1957; (lower) — Annual Flight of the "Snowbirds" conducted by the Chamber of Commerce for Boys and Girls. First ten skippers to finish receive awards as do youngest boy and girl. In 1948 some 148 craft entered the race and all but eight finished the course.





(Upper left) — Lester L. Isbell, Councilman for 12 years; (upper right) — Chas. W. TeWinkle, Costa Mesa, one of the prime movers in securing a Boys Club for district; (lower left) — Ralph P. Maskey, Chairman Orange County Fair Board; Heinz Kaiser, Fifth District supervisor, mainly responsible for starting reclamation of Upper Bay.





(Upper left) — John J. Sailors, First City Manager; (upper right) — Robert H. Shelton, who succeeded Mr. Sailors as manager; (lower left)—A.M. (Pete) Nelson, for 25 years city building inspector; James A. Gant, retired city treasurer, whose efforts made possible present city hall from tax funds and without a bond issue.

Orange County Builders Association awarded him a Certificate of Merit for his outstanding service to the building industry of Orange County. In addition the City Council recognized his long tenure of service in a similar manner.

## PLANNING AND ZONING

Through the years it had long been apparent that due to the sandy and devious complexity of narrow streets, bay and ocean inroads, that some sort of system had to be worked out to give some semblance to zoning and building. A city planning commission was appointed by the city trustees in 1923 with these men: H. Cardoza Sloan, Andrew H. Wilson, Wm. T. O'howell, Fred Young and Raymond Bell. A new commission was chosen in 1926 composed of Sloan, Louis W. Briggs, J. P. Greeley, Eugene Fenelon and Harry H. Williamson.

Then came the first battle on how the city should be zoned because the board in 1927 decided to have the city zoned. Late in December the trustees hired Leon Whitnall of Los Angeles to prepare a zoning map with a fee of \$2,400. The public meetings on the subject were varied and intense; the conflicting views would fill a fair-sized volume, with the result that nothing of consequence was accomplished and it took nearly ten years of bickering and argument to bring the 1937 zoning ordinance into operation.

H. L. Sherman's History has this to say: "January 8, 1929, saw the first of a series of public hearings, which led to the final completion of the map and ordinance. A number of people opposed the proposition of zoning, and, July 1, 1929, the council informally decided to submit the matter to the voters at the next general election in 1930. This was not done and, on May 15, 1930, Briggs and Sherman resigned from the planning commission. Their places were taken by Dr. Hermann Hilmer, and George P. Wilson."

Between 1937 and 1951 much disension and travail had been dissipated, because in that later year a flexible zoning law was written into the city's teeming business life. Today a competent and sincere commission, utterly devoid of politics, serves the best interests of the community with Walter Longmoor, Chairman and for 11



years a member, including the following: Ray Copelin, secretary; Galvin Keene, Donald Hayton, L. W. Briggs, Wesley E. Smith, C. B. Rudd. O. B. Reed and George Lind.

Mr. Longmoor states the commission holds between 125 and 150 hearings annually, that every case is decided on its merits and the public appears satisfied with what is regarded as fair and impartial decisions.

### CITY MANAGERS — PAST AND PRESENT

Up to 1945 city department heads did their own buying, at least most of them did. This was true of the engineering, fire, police, auditor, treasurer, clerk, etc. The city clerk did the bulk of the purchasing, as there were myriad supplies that everyone needed, but no buying could be done in excess of \$300. Beyond that amount it must be let to bid and the disposition rested with the city council.

As the town began to grow and expand, such a condition eventuating with increased harbor activity and World War Two demands, it became exceedingly apparent that some system of management was needed to centralize the hit-and-miss method in vogue.

John J. Sailors, a young man, just out of army service, with considerable military administrative experience, was finally chosen out of a large field of applicants. He served with the Eighth Air Force in World War Two and left the Army with the rating of colonel, gained as chief administrative officer which department had the task of maintaining 1500 heavy bombers and 950 escort fighter equipment. He was awarded the Legion of Merit as a result of his service.

Sailors put the purchasing department of the city on a strictly bid basis and was able to save his city thousands of dollars during his ten years of activity. He was also able to aid in lowering the city tax rate by 25 per cent. He reorganized and centralized buying and established a city corporation yard above the city's old dump on the Mesa. As a result the capacity of the water department was doubled, a central fire station was built and other economies effected.

His tenure was believed to be highly satisfactory

when, out of a clear sky differences arose between him and the seven-man council that came into being with the new charter, and Col. Sailors forthwith resigned. Some say he was a bit hasty, while others claim he believed he had been criticized unfairly for a "mistake" that cost the city several thousand dollars. The impression noised around town was that the "mistake" rested on the shoulders of one or two members of the council, who adroitly shifted it to Sailor's shoulders. Anyhow, his resignation was promptly accepted.

A few months later Col. Sailors took a position with the city of El Segundo and in accepting the post he told the council of that city that he appreciated the "faith and trust" expressed by the elective board of El Segundo.

Following his resignation Mr. Sailor's post was filled temporarily by Bert Webb, city engineer, who said he was glad to return to his regular job with the appointment of a new manager. This came to pass when the council selected Robert Shelton of Santa Barbara at a salary of \$13,500. Sailor's salary had been \$11,500.

Shelton is 32 and had been administrative officer of the northern city since 1954. Previously he had been field representative of the County Supervisors Association of California, assistant city manager and personnel officer of Modesto. Prior to his California positions he had been working on studies and reports for the Hoover Commission in Washington and is co-author of "California State Government — A Guide to its Organization and Functions."

Mayor Dora Hill stated he was the unanimous choice out of a list of sixty applicants.

## PARKS, BEACHES AND FACILITIES

While considerable criticism has been bestowed on the councilmen endowed with the Charter Form of Government for their various, and sometimes too quick decisions on municipal undertakings, they seem earnestly endeavoring to grapple with a situation that provides a bay and ocean, four separate communities, miles of beaches and upland and extensive problems of a complex citizenship.

At least in one instance they secured a report that

gave them the data on what the city possessed in the way of parks, beaches, recreation areas and facilities. This resume was compiled by Robert Gingrich, who came here from Culver City in September, 1955, as city director of parks, etc., under the direction of a Citizens commission with C. E. Vandervort as chairman and Marie Kargl as secretary. His survey is both interesting and extensive. It follows, in part:

**OCEAN FRONTAGE** — This area consists of a strip of beach extending from the mouth of the Santa Ana River to the West Jetty, a distance of a little more than five miles. This entire strip is owned by the city with the exception of two sections. One section, 900 feet long and located between 14th and 16th Street, is owned by the State of California. The other section, 900 feet long and extending West from the West Jetty, is owned by the Federal Government. However, the entire area is open as a public beach.

Two City-owned piers are located along the ocean frontage. The Newport Pier is situated at McFadden Place and Ocean Front, and the Balboa Pier is at Main Street and Ocean Front. Each Pier is about 1,000 feet in length and extends out into the ocean. Both Piers are designed for free public fishing and scenic enjoyment. Concession stands, restrooms, drinking fountains, and outdoor washing facilities are available on each pier. The piers are used extensively throughout the year by fishing enthusiasts and visitors. Large City-owned parking lots are located at each pier, and the Newport Pier has a large restroom available.

**CORONA DEL MAR STATE AND CITY PARK**—This area is owned by the State and leased to the City. There are about 16.70 acres of land in the entire park site. The terrain includes flat beach, scenic rock formations, and over-hanging bluffs. The length of the beach area is around one-half mile, and a large designated swimming area is roped off for the protection of the bathers.

#### **BAY WATERFRONT AREAS**

**N-STREET**—This beach area is approximately 175 feet by 125 feet and is located on the Point of Balboa Peninsula, on the South-West corner of the Bay and Harbor entrance.

**OCEAN BLVD. AND CHANNEL ROAD** is about 100 feet by 75 feet and is actually located on the West side of the Harbor entrance.

**EDGEWATER AVENUE** runs between Alvarado Street and Buena Vista Blvd. It is 800 feet long.

**10TH STREET AND BAY AVENUE** location measures 325 feet in length and 125 feet in width. The water area is designated as a protected swimming area and is marked off with ropes and buoys.

**19TH STREET AND BAY AVENUE** is one of the more heavily used beach and swimming areas. It is around 400 feet



long and 100 feet wide. A designated swimming area protected by ropes and buoys, off-street parking area, and public restrooms help make this a popular beach.

LIDO ISLE PARK located at the Bay End of 32nd Street, is approximately 50 feet by 100 feet and has been developed into a small park site. It is a favorite spot for artists and painters.

CHANNEL ENTRANCE has two beach areas at the Western point of the turning basin. The area on the South side of the Channel measures 50 feet by 125 feet, and on the North side is "L" shaped with about 350 feet.

BALBOA ISLAND is completely surrounded by a strip of City-owned public beach area. The distance around the Island is approximately 2 miles and the width of the beach varies between 35 feet and 50 feet.

CHINA COVE has two sections of beach, one approximately 60 by 100 feet, and the other about 100 feet by 100 feet.

BAYSIDE DRIVE has a narrow strip, 50 feet by 250 feet and adjacent to Block D.

SHORE AND HELIOTROPE has a tip of land on the South End of Block A-34 with about 400 feet of water frontage. At times it is completely submerged.

#### CITY-OWNED CHANNEL FRONTAGE

RIVO ALTO is an area of 30 feet of water frontage by 100 feet in depth, located South of Finley Avenue, between 34th and 35th Streets. Another area has 150 feet of frontage, located South of Marcus Avenue, between 38th and 39th Streets. This area is referred to as Newport Island Park and is to be developed by the Newport Island residents.

LIDO ISLE—The public-owned beach frontage is on lease by the City to the Lido Isle Community Association. The Street Ends and beach frontage are under the control of the Association.

#### DOCKS AND PIERS

City-owned docks and piers are located at the following areas and are for public use: Washington Street and Bay Avenue; Fernando Street and Edgewater Avenue; 15th St. and Bay Avenue; 19th Street and Bay Avenue; 26th Street and Lafayette Avenue; 31st St. and Lafayette Avenue; Emerald Avenue, Balboa Island; Opal Avenue, Balboa Island; Coral Avenue, Balboa Island; Sapphire Avenue, Balboa Island; Park & Jade on Balboa Island.

The entire lower Newport Bay protected water area is approximately 740 acres and is used extensively throughout the year by power boat and sailboat enthusiasts. There are an estimated 5,000 water crafts of all types housed in the Bay Area throughout the year.

#### CITY PARK AREAS

WEST NEWPORT PARK is located between 36th and 38th Streets on Balboa Blvd., and is the only fully developed park facility in the City. The over-all dimensions of the area measure 420 feet by 105 feet.

CLIFF DRIVE PARK is located on Newport Heights and is bordered by Avon Street, Riverside Avenue, and Cliff Drive. The total area is around 3 acres.

CHANNEL PARK is located at Channel Place and 44th Street and consists of 6 City controlled lots and the end of 44th Street.

A BOWLING GREEN is located at 15th Street and Vilelle Place.

THE TAR PIT is located between 17th and 18th Streets on Balboa Blvd. The area and building, commonly referred to as the Tar Pit, is now in the process of being returned to the City for full control and operation. Plans provide for asphalt paving between the building and the adjoining Girl Scout building on the East Side. This will be used as recreation and park headquarters, recreation center for minor activities, and a meeting place for community groups.

BALBOA PARK is located on Ocean Front and Main Street. Balboa Park has only recently been landscaped and made into a beach park. The area measures 200 feet by 200 feet and is planted with grass, shrubbery, and trees.

CARNATION PARK is located in Corona Del Mar and is bordered on 3 sides by Begonia Avenue, Bayside Drive, and 1st Avenue. This area measures approximately 300 feet by 300 feet.

#### POTENTIAL SCHOOL-OWNED AREAS

NEWPORT HARBOR UNION HIGH SCHOOL, located on the North-East corner of 15th St. and Irvine Ave., has approximately 77 acres. Forty-four are currently being used for high school buildings and outdoor facilities.

HORACE ENSIGN ELEMENTARY SCHOOL is located on the North-East corner of Irvine Avenue and Cliff Drive, and takes in approximately 15 acres. This site takes care of all the 7th and 8th grade classes in Newport Beach as well as some 6th grade classes.

CORONA DEL MAR ELEMENTARY SCHOOL is located on the North-East corner of Carnation and Second Avenues. The total site is only 700 feet by 250 feet and the total usable outdoor play area is approximately 260 by 400 feet.

HARBOR VIEW ELEMENTARY SCHOOL is located East of Goldenrod and North of 5th Street in the Corona Del Mar section of Newport Beach. The area takes in approximately 17 acres, of which 12 acres are usable. The site is on a hilly terrain. Located on the Harbor View School property is a Youth Center Building and a Boy Scout House currently being completed by residents of Corona Del Mar.

NEWPORT ELEMENTARY SCHOOL is located on the South-West Corner of 14th Street and Balboa Blvd. The School is on an area 400 by 220 feet. The playground area on the actual school site is very small.

SANTA ANA 15TH STREET SCHOOL is located on the North-East corner of Santa Ana Ave. and 15th Street and covers 8.67 acres of land. The school is now being built (1956).

### ILL-FATED GLASS FACTORY

Where he ever got the information has puzzled the experts to this day, but early in 1912, a man with the moniker of J. B. Branagan appeared on the local scene and stated he had found a sand adapted for making glass. With visions of a Glass Factory that could become world-renowned, careful citizens put a bond in escrow for \$20,000 to build a plant.

Branagan signed a contract for a ten-acre site with the Townsend-Van Dewater Co. on the bluffs just below what is now the Hoag Memorial Hospital. He promised to build a \$15,000 factory. As Sherman's History recites its rise and fall:

"On September 2, 1913, the board of trustees instructed the water superintendent to lay a main to the new plant, and a number of skilled glass workers began to arrive in the city, having been recruited in the Pittsburgh region. For various reasons, Fate apparently decreed the Newport Glass Plant should not survive, and the course of its brief, active life was beset with physical, financial, and commercial difficulties. January 19, 1914, the roof of the glass furnace collapsed, necessitating a delay in operation and causing a monetary loss in repairs of \$3,000.

"The financial path of the glass factory became so thorny it was ordered sold by its creditors on September 5, 1914, and the plant ultimately was taken over by the First National Bank of Newport on a mortgage. In July, 1916, there were rumors the glass factory would reopen, and, in the Spring of 1917, the building was leased by newcomers who opened it for business on May 11, 1917. The revival in glass manufacturing activity was transitory, however, and September 28th of the same year the factory was closed permanently."

If curious citizens today have the inclination, they might scratch around the brush on the hill side and still find traces of an industrial dream of bygone days.



# Chapter Twenty-two

## HOAG MEMORIAL HOSPITAL — PRESBYTERIAN

At the close of the second World War and the return of many of our boys, some of them physically incapacitated, the need for a hospital somewhere along the Orange County Coast became more and more apparent. That was in 1945.

One day Braden Finch, then president of the Chamber of Commerce, was playing tennis with Dr. Ray Brahams, pastor of the Laguna Beach Presbyterian Church, when the subject of a hospital came into the conversation. The kindly sky pilot mentioned that his town was raising funds for such an institution, which was going rather slowly, and Finch, who had been discussing such a venture with Harry Welch, offered the support of his organization on his own initiative.

Naturally, one meeting led to another, and a figure of some \$20,000 entered the picture. Yes, that amount was needed to take it away from our artistic neighbor to the south. Headed by Mrs. George Yardley of the local Assistance League, a luncheon was held at the Yacht Club and, according to Mr. Finch, the \$20,000 was raised in a matter of minutes. W. H. Hitchman, who, for a time, was publisher of *The Press* but later in the employ of the South Coast Company, shipbuilders, persuaded them to donate \$5,000 to the cause.

Then came another of the many disappointments to which the beach is heir — it was found that the ante had been raised to \$75,000 and that amount would be needed for Laguna Beach to relinquish its interest. Again the return to solicitations; the pledges were at length made.

Came the thoughts for a site. Some months before a syndicate had been trying to buy the hill and land from the Arches Overhead up the Santa Ana highway to Costa Mesa. D. K. Blue, former city councilman and garage owner, got wind of the affair, slipped in and purchased the tract for \$335 an acre. Mr. Blue agreed to sell 20 acres to the hospital venture for \$20,000, with the money

to be raised, if and when. You present-day folks may recall that the government had set up an agency to make grants to hospitals, but when the local Chamber sought to avail itself of such a provision, the usual flaw developed, and, of course, no money.

Mr. Finch headed the campaign committee that struggled for three years to raise the hundreds of thousands the project required. Then Mr. Welch learned that the widow of George Grant Hoag, a wealthy oil and realty man, lived at 2102 East Balboa Boulevard, and was interested in hospitals. She agreed to donate \$500,000 to match another half million, provided the medical center would be named as a memorial to her husband.

The battle of subscriptions continued unabated. Rev. O. Scott McFarland, veteran pastor of the First Presbyterian Church of Santa Ana, since retired, journeyed to Baltimore and persuaded his life-long friend, Glenn Martin, to give \$100,000 to the cause, and a second \$100,000 in his will.

Rodney Bacon of Pomona was superintendent of construction but he died in May, 1951, and his widow, Winifred Bacon, who had really done much of the planning and engineering, took over as purchasing agent.

The million-dollar structure was finished and dedicated in September, 1952, with State Senator John Murdy Jr., as president of the board, and Mrs. Bacon administrator, both of whom still ably function. The first board of directors comprised Mrs. Grace Hoag, Irvine C. Chapman, Stephen Griest, Chester E. Hawk, George G. Hoag, II, William F. Kimes, Ralph Kohlmeier, Clarence E. Lush, Gordon S. McGowan, John A. Murdy Jr., Rev. Dallas R. Turner, Marion B. Youel, Dudley R. Furse, Stetson B. Harman, Ralph Pringle.

In 1954 Mrs. Hoag donated another \$100,000 to build a Nurses Home. As of January, 1956, \$418,000 had been raised toward a matching fund of \$1,000,000, Mrs. Hoag to donate \$500,000, for a new wing or unit to care for the rapidly-growing demands of a fast expanding coast line. In 1955, 2,017 new babies were brought into the world at the hospital; 10,150 regular patients and 3,000 emergencies totalled the yearly record.

And as one newspaper writer put it, if it had not

been for Harry Welch, Hoag Memorial might well not be operating today. Sue Hitchman, in her column in the Costa Mesa Globe-Herald commenting on the passing of Mr. Welch, said:

"Hoag Hospital is the most recent monument to his fund-raising ability. Pre-financing of the hospital was a long, often dispaired of negotiation calling for great patience, diplomacy on a county-wide basis and the right move at the right time. If Harry Welch had not known how to cope with each problem, that institution might not now be spreading its wings of mercy over the community."

But the days of continuous effort to raise enough pledges to build the next addition came to a happy and unexpected conclusion in late July, 1956, when the workers received word that the state and federal governments had allocated \$1,206,000 to Hoag. This means that another 125-bed unit will start immediately and that sufficient monies are available to equip and furnish the wing throughout.

Incidentally it should be noted that Hoag had long been over-crowded and more beds needed for the ever-increasing demands of a fast-growing population.

### THE FLU EPIDEMIC

When Dr. Conrad Richter came to Newport Beach in 1917 he brought with him a charming and gracious bride, Mrs. Rietta (Muzzy) Glassell, whom he had met on shipboard where he had served as the ship's surgeon. He had retired from the service and took up his home on the Balboa peninsula where he expected to live in ease and contentment.

But he had hardly become settled when the first devastating influenza epidemic swept the country and struck with vicious force in Newport Beach. There was no resident physician in the entire area and the kindly doctor took off his coat and went to work. He had a model "T" Ford and John Allison, who later ran a little movie house on 22nd street, Newport, acted as his driver. There were dozens and dozens of victims all seeking medical aid—and everyone getting it.

But the task was too great and the doctor placed an



advertisement in the Journal of the American Medical Association, seeking a young man to help. Dr. Gordon M. Grundy, just back from the war where he was a captain in the British Army, read the appeal and came to Newport, joining forces with Dr. Richter in the battle for human lives. That their combined campaign was successful is attested by the fact that only one person died from the flu.

The two opened offices in Balboa and Newport. At the next regular election for trustees a grateful community endorsed Dr. Richter for trustee, and he served nearly ten years on the board.

There had always been an urgent need for a hospital in the area, because, in cases of emergency, the patients had to be rushed to the nearest hospital in Santa Ana. In many cases victims died before proper treatment could be accorded.

#### RICHTER-GRUNDY HOSPITAL

In 1925 a drive was launched for a local institution, spear-headed by the two local doctors and in late 1926 the building was dedicated at 9th and Central (now Balboa) avenue. It contained five beds, three treatment rooms, a delivery room and an operating room.

Claude Putnam, one of the finest artists to make this section his home, engraved the tablet on the building, which read:

"Seeing a civic necessity for the establishment of a modern hospital, the donors herewith subscribed material and moral support." Some of the names appended are: Mrs. Nellie Ashland, Mr. and Mrs. Joseph A. Beek, Alma and J. P. Greeley, Mrs. Richter, Harry Bauer, George Chaffey, Mrs. William Grundy, mother of Dr. Grundy, Paul Kressley, George Rogers, the Ebell Club, Eugene Day, George Hoffman, Robert Frick, who built the first house on the Peninsula.

Dr. Richter was a polished and highly educated gentleman and in his long service as a city trustee, had many a battle with different groups in those troublesome years. Most of his struggles were with those opposed to the administration's procedures, the most aggressive being one body headed by H. L. Sherman and William Burnham, and the Woman's Civic League headed by such

notables as Mrs. Margaret Burlingame, Mrs. Briscoe, Mrs. Brooks and others.

Dr. Grundy served as police surgeon and health officer.

The first service club to come here was the Exchange Club, both doctors and most of the town's leaders being members, with Eugene Fenelon, later county purchasing agent, as the first president.

Dr. Richter had an inexhaustible fund of yarns and a sparkling wit. On one occasion when the writer attended the service club he sat opposite the doctor. Ye editor had a cold and leaning over to the medico, asked him what was good for a cold.

With a delightful gleam in his eye, the doctor replied:

"Sam, why don't you come to my office and ask me that?" Implying that meant an office call.

Dr. Grundy died in December, 1947, and Dr. Richter, with his heart and pocket ever open to the needy, and those not so needy, descended the economic scale and passed away a few years later under the guidance and care of the Orange County Medical Society.

## WEST OF NEWPORT BOULEVARD

Many strange events have history-making potentials and nothing is more engaging than how Balboa Coves came into being, and the way the Hoag Memorial Hospital site was acquired. Here's how Ralph P. Maskey tells the story:

"The Townsend-VandeWater Company of Long Beach owned large tracts of land in Newport Heights. When I came here in 1929, the Orange County Improvement Association, an off-shoot of the Townsend-VandeWater Company, owned Newport Island, a barren piece of sand. In 1931 they put in a bridge at 38th and Lake, and after the city installed the improvements, I purchased the Island, which comprised 120 lots. Mrs. Winifred Barbre, former Society Editor of the News-Press, was one of my selling agents. We sold inside lots for \$200.00 and channel lots for \$400.00.

"The Townsend-VandeWater Company had sold

Frank E. Strobridge a large acreage of hillside property, running from Highway 101 up toward the Mesa, including the site of Hoag Hospital and the Helipot Corporation. There was some dispute about an easement for a right of way to which Strobridge had objected, and, to appease him, the Townsend-Vandewater Company gave him an acre in the channel, between Newport Island and the Highway, now known as Balboa Coves.

"Strobridge at once started proceedings to establish harbor lines and in 1927 the Superior Court of Orange County decreed the harbor lines of Newport Bay, defining the channel between Balboa Coves and Newport Island to a width of 125 feet. When the dredging was done in the harbor, part of the material was distributed in the area known as Balboa Coves and by reason of accretion to the one acre owned by Strobridge, he gained ten additional acres. Through the cooperation of Jim Miller, Tom Henderson and Paul Palmer, Balboa Coves was created, and a syndicate formed to purchase the land from Strobridge and sell the lots."

At this point Jim Miller takes up the narrative: "After we had bought the land from Strobridge, Mr. Palmer dropped out and Tom and I got the Griffith Company to do further dredging for \$165,000.00, in 1946. Just as we were ready to put the 74 lots the dredging had produced, on the market, President Truman, as a war measure, put a restriction of \$10,000.00 limit on new homes — and vacant lots went begging. On a court foreclosure proceeding, Griffith Company then bid in the property for the balance due on its job and a year later on an offer from Miller and Henderson of \$180,000.00 they accepted and we again had possession, with Strobridge as a partner. These lots today are selling from \$16,000.00 to \$20,000.00 apiece, exclusive of improvements."

Mr. Maskey resumes the tale: "Now lets get back to the bluff property. Strobridge wanted the land to drill for oil, and eventually sold it to the Richfield Oil Company, who after drilling one or two dusters, sold the acreage to D. K. Blue and his partner for \$335.00 per acre. Mr. Blue wanted to sow grain crops. About that time, Dr. Fleming, Rev. Brahms and Braden Finch were seeking a hospital site and came into my office for help.



I wanted them to locate lower down, towards the highway, but they picked the present location, and after a session with Mr. Blue, they secured the 20-acre hospital site for \$20,000.00

"When Realtor Earl Stanley learned that a price of \$1,000.00 an acre had been fixed, he at once went to Actor James Cagney, secured his check for \$99,000.00 and bought the rest of the ground west and north of the hospital, for his client."

Mr. Maskey says that Newport Island lots have a value today of \$4000.00 for inside lots and \$12,000.00 to \$15,000.00 for channel sites.

### OLD SANTA ANA RIVER CHANNEL

In commenting on the old channel of the Santa Ana River, Mr. Maskey stated that the stream meandered east, down through what is now Newport Island and Balboa Coves, past the north side of Lido Island and the south side of Balboa Island, and emptied into the ocean at the jetties. When the river went on a rampage through the years, it flooded areas in West Newport and deposited hundreds of tons of silt in Newport Bay.

Sherman's History has this to say about the erratic wanderings of the Santa Ana River:

"Long ago, the Santa Ana River flowed to the sea through the north arm of Newport Harbor, but for a considerable period prior to 1825 it discharged into Alamitos Bay. In that year, unusually heavy floods caused the river to adopt a new route to the ocean. The resulting channel ran immediately southeast of the Huntington Beach Mesa. The momentum of the river-borne flood waters challenged the prevailing currents of the Pacific, which flowed from the northwest, and a change in the coastline followed. Sand carried in the ocean drift, and by the river when periodically swollen from winter rains, began to build a peninsula. This development followed a south-easterly direction.

"During the ensuing thirty years there were a number of floods, and the peninsula made steady progress. In 1857, the easterly tip of the new sand spit was in the vicinity of what is now East Newport business district. The greatest flood known to date occurred in 1861, and the river mouth swept to the eastward against the bluffs of the Costa Mesa section. In one winter a tremendous growth was made by the sand spit, and by the conclusion of the rainy period it nearly had attained its present contour.

"The peninsula did not extend to the present harbor entrance for some time, however. A short sand spit grew out from the

Corona del Mar rocks to meet the finger of land coming from the westward, and the mouth to the newly created bay for a number of years hovered about a locality a third of a mile west of the present entrance. Those familiar with the peninsula ten years and more ago will recall a small lagoon on the bay shore, in the vicinity of M Street. This miniature bay, filled by excavated materials when the county channel was dredged, was a vestige of the old entrance.

"After the change in river alignment of 1861, the annual floods filled in the area lying between the new channel and the Huntington Beach Highlands, while the river itself turned sharply to the east, imprisoned behind a fast-growing sand spit to seaward. The fact that during the '70s coastwise steamers were able to penetrate Newport Bay as far as Port Orange, indicates there was a greater depth of water there than thirty years later. The unfortunate filling in of what was once a fine navigable bay was due to circumstances far removed from the harbor.

"Newport Bay served as a large settling basin to relieve the waters of the Santa Ana River of its flood-borne debris, and the river commenced to destroy what it had created. Although the hand of man had aided in this work of destruction, it was soon turned to save the day. Greatly increased wealth in the interior made possible flood control and reforestation measures which began to reduce the volume of silt carried by the river. Then, in 1920, Newport Bay was effectively protected against further silting by a diversion of the Santa Ana River directly into the sea."

# *Chapter Twenty-three*

## THE MAMA OF EM' ALL

The oldest Woman's organization in the Harbor District is the Ebell Club of Newport Beach, founded in October, 1909, in the home of Mrs. John C. King, just three years after the incorporation of the city. And the oldest living member is Mrs. George C. Conklin of 600 West Ocean Front, Balboa, who missed being a charter member by a matter of two months, because she happened to be at the home ranch near Perris, Calif.

That Mrs. Conklin has been an active and continuous member through the years was attested July 27, 1956, when she turned the first shovel of dirt at the club's site for its new \$36,000 home. Incidentally, the Conklins first came here in 1907, reaching their summer house in old East Newport via a dirt road and in a horse-drawn wagon with Fanny Peabody as driver. Mrs. Ida Deakins, one of the club's most active members, has been a member for over 42 years, and the second oldest participant here, while Mrs. Edward E. Boudinot and Mrs. Victor S. Grace are life members.

Officers of the initial group comprised Mrs. A. A. Lester, president; Mrs. Bellringer, vice president; Mrs. Quinn, secretary, and Mrs. J. J. Schnitker, treasurer. The club joined the state and district federation in 1910, and in 1913, helped to found the Orange County Federation. That same year a building fund was created and a year later purchased a lot at 515 Balboa Boulevard, which was added to from time to time. Small quarters were later erected and later still enlarged. These buildings were torn down to make way for the present new structure of today. The club has a membership of nearly 300 in addition to a Junior Club formed a few years ago.

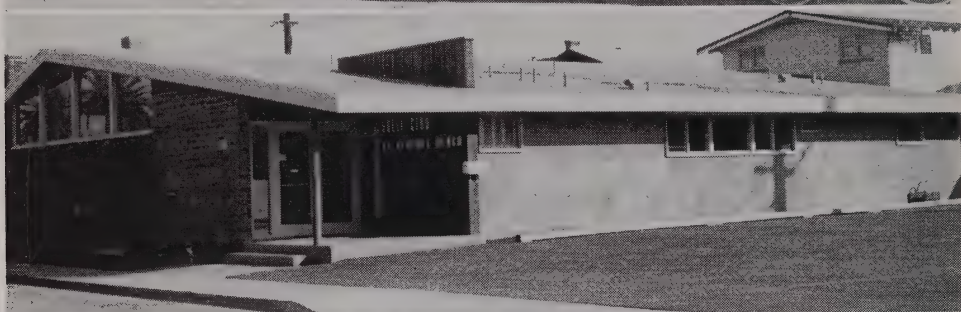
## ASSISTANCE LEAGUE OF NEWPORT BEACH

Perhaps the most philanthropic enterprise in this vicinity is the Assistance League of Newport Beach. As an Auxiliary of the Santa Ana League and through the





Hoag Memorial Hospital — Portrait (top) of George Hoag hangs in lobby of Hospital; (left to right) — Craig and Melinda, children of George Hoag II, shown with hand on arm of his mother, Mrs. George (Grace) Hoag, who has made large donations to Hospital funds, thus making possible construction of this institution of mercy.



(Upper) — Original Building of Newport Beach Ebell Club, later torn down to make room for new building; (center) — New Home of Ebell Club erected on site of old building; (lower) — Newport Beach Public Library constructed in late 1920's through efforts of H. L. Sherman, long-time member of City Library Board and author of first History of Newport Beach published in 1931.



efforts of Mrs. James Irvine, a local group was formed in 1940 with 12 members. Mrs. Robert E. Ross was the first president. In 1950 it became a chapter of the National Assistance League and in the same year started erection of a building at 505 Thirty-Second Street, being formally dedicated two years later.

Aside from its far-reaching Thrift Shop enterprise, the principal endeavor is the Chapter's sponsoring of the Dr. Robert H. Olander (DDS) Children's Dental Clinic, an operation of vast and outstanding achievement. This work was undertaken with the aid of The Irvine Foundation which contributed \$10,000 to its establishment.

In mid 1956 the Chapter had sixty active, 48 associate and 24 sustaining members. Its Jr. Auxiliary has 37 members. This earnest group of women is given much credit for the large amount of welfare work accomplished in the Harbor district.

## CLUBS AND ORGANIZATIONS

As it is almost impossible to give a resume of all the hundred odd clubs and organizations in Newport Beach, a virtually complete list compiled in 1956 by the Newport Harbor Chamber of Commerce, is presented. A few of the older and larger bodies have been written in more detail:

**ANGLING CLUBS:** — Balboa Angling Club, Newport Harbor Lady Anglers, Newport Harbor Yacht Club Tuna Club, Pacific Anglers.

**BUSINESS:** — Balboa Improvement Association, Newport Harbor Board of Realtors.

**CIVIC:** — Balboa Island Improvement Association, Balboa Peninsula Point Association, Central Newport Beach Community Association, Corona del Mar Civic Association, League of Civic Associations of Newport Harbor, Lido Isle Community Association, Newport Island Association, Shore Cliffs Property Owners' Association, West Newport Improvement Association, Women's Civic League of Newport Harbor.

**CULTURAL:** — Ebell Club of Newport Beach, Junior Ebell Club of Newport Beach, Newport Harbor Community Players, Newport Harbor Youth Symphony Orchestra, Orange County Philharmonic Society.

**EDUCATIONAL:** — Balboa Power Squadron - United States Power Squadrons, Boys Scouts of America - Harbor District, Harbor Area Toastmasters Club No. 1044, Lido Isle Toastmasters



Club No. 1616, Newport Beach Elementary Teachers Association, Newport Harbor Area Toastmistresses, Newport Harbor Girl Scout Association, Sea Explorers - Orange Empire Council, South Coast Rifle & Pistol Club.

**FRATERNAL:** — B.P.O.E. - Newport Harbor Lodge No. 1767, Beta Sigma Phi - California Mu Epsilon Chapter, Epsilon Sigma Alpha - Eta Eta Chapter, Harbor Panhellenic, I.O.O.F. - Harbor Harmony Lodge No. 29, Mesa Rebekah Lodge No. 402, Newport Harbor Grange No. 776, Newport Harbor Moose, Lodge No. 1457, Order of the Eastern Star - Harbor Star Chapter, Seafaring Lodge No. 708, Women of the Moose.

**MILITARY:** — American Legion - Newport Harbor Post No. 291, American Legion Auxiliary - Newport Harbor Post No. 291, Military Order of World Wars - Orange County Chapter, Navy League of the United States - Orange County Council, Newport Harbor Veterans Organizations, Inc.

**MUNICIPAL:** — Newport Beach City Employees Association, Newport Beach Fire Fighters Association, Newport Beach Fireman's Club, Newport Beach Fireman's Auxiliary, Newport Beach Police Officers Association, Newport Beach Police Auxiliary.

**PARENT TEACHER ASSOCIATION:** — Corona del Mar Elementary School, Harbor View Elementary School, Horace Ensign Elementary School, Newport Beach Elementary School, Newport Harbor Union High School.

**PATRIOTIC:** — Daughters of the American Revolution - Col. Wm. Cabell Chapter, Native Daughters of the Golden West - Conchita Parlor No. 294.

**PHILANTHROPIC:** — American Red Cross - Newport-Costa Mesa Branch, Assistance League of Newport Beach, Assistance League of Newport Beach Junior Auxiliary, Auxiliary of Hoag Memorial Hospital - Presbyterian, Inc., Lion Tamers of the Newport Harbor Area, Newport Harbor Auxiliary of the Children's Home Society of California, Newport Harbor Community Chest, Opti-Mrs. of Newport Harbor.

**PUBLIC RELATIONS:** — Newport Harbor Chamber of Commerce, Newport Harbor Junior Chamber of Commerce.

**RELIGIOUS:** — Newport Harbor Council of Churches, Newport Harbor Y's Men's Club, Orange Coast Y.M.C.A., United Church Women of Newport Harbor, Women's Christian Temperance Union.

**SERVICE CLUBS:** — Balboa Bay Lions Club, Exchange Club of Newport Harbor, Newport-Balboa Rotary Club, Newport Harbor Business and Professional Women's Club, Inc., Newport Harbor Kiwanis Club, Optimist Club of Newport Harbor, Seroptimist International of the Newport Harbor Area, 20-30 Club, Zonta Club of Newport Harbor.

**SOCIAL:** — Balboa Bay Club, Irvine Coast Country Club, Kamaaina Club, Lido Isle Women's Club, Newport Harbor Lawn Bowling Association, Women's Auxiliary of Newport Island Inc.

YACHT CLUBS: — Balboa Yacht Club, Balboa Island Yacht Club, Lido Isle Yacht Club, Newport Harbor Yacht Club.

## BUSINESS AND PROFESSIONAL WOMEN

Newport Beach always had social and civic clubs, even from the start of the municipality. But there was a wide gap between them and the girls and women who worked for a livelihood. So it was not startling when a group of office workers in 1932 organized the Business and Professional Womens club with thirty some members and installed Miss Marguerite Way as president.

Incidentally the pleasant and red headed young woman is the daughter of Charles Way, the first grocer of Balboa, and has followed the ups and downs of this blithesome community for lo (say it softly) these many years. She has been the office manager of Rolla McClellan & Sons (rock and sand) for a long time.

This lively and forward-looking organization has taken part in every city, state and national movement in the 25 years of its history. It sold Liberty bonds during the second world war and ably functioned with the Red Cross, U.S.O., Ground Observer Corps and war-years activities. In 1947 the ladies started one of its most enjoyable features — the "Christmas Preview," a two-day (and night) show presenting the products and arts of the business interests, which have grown in favor and expansion with the years.

## BOYS CLUB OF HARBOR AREA

What was the semblance of a Boys Club was started in the late 30's. It had small quarters at 594 Center Street, Costa Mesa, and some of the prime movers were the late W. C. Spencer, Chas. W. TeWinkle, Heinz Kaiser, Williard Mellott, the Irvine Co., and others. Contrasted to its swarming activities of today, its earlier attendance was quieter than a turkey farm on Thanksgiving afternoon.

So, in 1941, a small building, costing \$6,000 gave space to equipment for the use of several hundred boys, the object being to combine the efforts of beach and Mesa workers. Especially was the combination important in order to keep boys off the streets at night, com-

bat the growing tendency toward crime among youth, now a major issue today. Much of the work and funds were supplied by Mr. Spencer, one of the finest public-spirited citizens of the time.

In the early 50's some of the leaders got wind of a huge trust fund established by two ardent San Diego Boys' Clubs' enthusiasts, Mr. and Mrs. Arthur C. Anderson, who had placed \$2,500,000 in such a worthy undertaking. It was to be expended only in San Diego and Orange counties.

While practically all the leaders went to work on the endowment to try and apply some of the trust locally, it was Mr. Kaiser, the president then, as he is today, and Mr. TeWinkle, chairman of the committee, who engineered the program that secured \$79,000 from the Anderson Trust Fund, for building and equipment. The enlarged addition was dedicated in October, 1953.

Earl Spencer, executive director, says that 1400 boys avail themselves of the privileges and that by the end of 1956 this number will be swelled to 2,000; that 350 lads daily make use of the extensive athletic and recreational facilities. The boys attend from the entire harbor district.

Its 1956 officers are: Kaiser, president; Sidney H. Davidson, vice-president; Theodore Robins, second vice-president; Louis Markel, secretary; and Don Huddleson, treasurer. With the above officers these comprise the board of directors: TeWinkle, Charles Beecher, Thomas DeForest, Don Dungan, Art McKenzie, Marion Gray, Sam Kinsfather, Donald Kirkpatrick, Del Mangels, Bruce Martin, O. W. Richard, Arthur Myers, Everett Rea, Bertram Smith, Carl E. Sommer, Herbert Ward.

It is well to note that the Fiftieth anniversary of the Boys Clubs of America of which Herbert Hoover is president, was observed in April, 1956. Incidentally some 400,000 boys in America are enrolled as members.

### THE IRVINE COAST COUNTRY CLUB

Myford Irvine and Tom Henderson were playing golf one day in 1948 on the links of the Santa Ana Country Club, when the latter suggested that it seemed feasible, as the Country Club had about reached the limit of its



membership, to start visualizing the possibility of a beach golf club.

Years ago a golf club had been operating on the bluffs above Bayshore Camp off Irvine Avenue and a clubhouse had been built. Then the Santa Ana club came into existence and attendance at the other grew less and less and finally petered out. The club house was turned into an eating place and became known as The Castaways.

Mr. Irvine, ever ready to answer the needs of a community, in which the vast activities of the huge Irvine Ranch were interested, liked the idea and opened a series of discussions with his associates. This soon resulted in setting aside 160 acres abutting the Coast Highway and Corona del Mar to the east.

Then the Korean war came along and stopped any physical operations for a year. However, William Bell, one of the great golf grounds architects of the country, was given the job of laying out the terrain, which was the last one he designed.

The club was leased to the Harbor Investment Co. for a term of years and the company assigned its lease to the Irvine Coast Country Club. It was designed for a total membership of 600 and that total was filled before the club opened.

#### THE MASONS (F. and A. M.)

Sporadic attempts had been made in the last thirty years to get some kind of Masonic representation in the Harbor District. In February, 1923, an effort was started to establish a lodge, and again some ten years later a Masonic Club was formed, as a survey revealed about fifty Masons living in the area. One or two meetings resulted in such a poor attendance that the club idea was abandoned.

In November, 1950, a committee was named by Eddie I. Moore, Master of Seafaring Lodge No. 708, which received its charter a few years earlier, to organize a Building Association for the purpose of securing money, acquire property and build a Masonic Temple in the Harbor section. By June 1, 1951, this committee had organ-

ized a non-profit corporation with Ralph P. Maskey, president, and Heinz Kaiser and L. Donald Dungan, members.

At St. Andrews Place and Fifteenth street, across the street from the Newport Harbor Union High School and the new St. Andrews Presbyterian Church, a site, 110 x 137 feet was located. It was owned by Earl W. and Mildred Stanley and they donated the ground based on a fifty-year lease at a rental of \$1.00 per year.

By May 1, 1954, the project was under way. Pledges or cash totaled nearly \$17,000.00. Of this, Seafaring Lodge, No. 708, had contributed \$500.00 and had pledged \$3500.00 more; Mothers Club Order Job's Daughters, Costa Mesa Bethel No. 157 had contributed \$400.00; Job's Daughters, Costa Mesa Bethel No. 157 had paid in \$50.00; and Harbor Star Chapter, No. 568. Order of the Eastern Star had pledged \$4000.00. The remaining \$9500.00 had already been contributed or pledged by individual members or friends.

Groundbreaking for the new Temple was held on September 4, 1954, and work was started almost immediately on the 7000-square-foot structure, with plans drawn up and engineered by Paul O. Davis, an architect, and a member of Seafaring Lodge.

The cornerstone of the Temple was laid February 5, 1955 when the building was about half completed. Chief role in this Masonic rite was taken by Most Worshipful Henry C. Clausen, Grand Master of California Masons, assisted by E. V. Stewart, Jr., Senior Grand Warden; Clark Shaw, Acting Deputy Grand Master; and Leo Anderson, Acting Junior Grand Warden.

During the five years and a few months period since the Seafaring Masonic Building Association was first incorporated, they have spent \$42,413.76; this including cost of corporation, insurance, taxes, sewer bonds, construction and furnishing of Temple, paving of parking lot, cement walks, etc. To complete the furnishings, as originally planned, has cost an additional \$3000.00. Which means that for about \$45,000.00 according to Mr. Maskey "we have a home for Masonic affiliated organizations that could not possibly be duplicated for less than \$100,000.00, if regular prices and costs of labor prevailed."

## THE ELKS LODGE (B.P.O.E.)

Although an effort was made to bring an Elks Lodge to Newport Beach in February, 1923, it was not until February 5, 1949, that a chapter was formed in an \$80,000 dedicated home on the Lido Bay Front with Frank Linnell as the first exalted ruler. Ben Reddick, newspaper publisher and active in the fund-raising campaign, was second ruler. Others equally active on the organization committee comprised Theodore McElroy, John J. Sailors, Thomas Norton, Robert A. Eastman and Clifford Varner.

The initial trustees were Robert Murphy, McElroy and George Pickering. The Elks secured a fifty-year lease from Griffith Company at a nominal annual rental. As a tribute to the untiring efforts of Robt. Murphy of Balboa, he was made a life member.

## AMIGOS VIEJOS (Old Friends)

Just another one of the many activities of Harry Welch was the formation of Amigos Viejos in early 1950 when he called a small group together to organize what he called a bunch of old-timers. Membership was limited to 99, more for the oddity in numbers than for any other reason, because today there is a waiting list of nearly 20.

The initial meeting was held in March, 1951, at the Newport Harbor Yacht Club with Superior Court Judge Robert Gardner as president; Les L. Steffensen, banker, lumberman, choir leader, as toastmaster and Welch as secretary. With Welch's demise in October 1954, Ray Copelin was made secretary-treasurer. The original directors were Gardner, Steffensen and Heinz Kaiser, Orange County Supervisor.

The object of the group is of a nebulous nature; it meets four times a year; its officers "pan" anyone or anybody. When Myford Irvine, "big shot" of the vast Irvine Ranch holdings, became a member and later a director, he was unmercifully "kidded" about his place in society, a panning he enjoyed to the fullest, because he hated any attempt at deference, due to wealth or other causes. The same was true when Clint Murchison, fabulously wealthy oil man from Texas, who later took



over the Balboa Bay Club, was a guest one day. He remembers, with pleasure, the "raking" he took, over his holdings in the Lone Star state and elsewhere.

### BROUGHT THEIR OWN SHADE

One of the main contentions of the small towns of the early days was that its citizens went to the bigger towns to buy their merchandise, a practice still in vogue today. The cry of the merchants and the newspapers was that a Newporter went to Santa Ana to buy, a Santa Anan travelled to Los Angeles for his goods, an Angeleno to New York, and a New Yorker to Paris or London.

Here at the beach you could always observe a small knot of citizens watching the people alighting from car or bus with bundles and listen to the acid comments, etc. Some merchants would indignantly declare: "Wait until he (or she) comes around this winter and asks for credit!"

In those dear, gone days movie companies would drive down to the jetties to use the landscape for scenes of Tahiti, or Hawaii, etc. Generally they'd bring box lunches, as did many picnickers, and the remarks of the eating house owners were piquant and forceful.

This yarn is vouched for by Gus Wurdinger who said that one day he was in a four-some composed of Joe Schnikter, Len Stone, Hugh McMillan and himself, all business men but himself, when a movie truck loaded with men and Palm Trees and shrubs, went flitting by. This caused Mr. Schnitker, druggist and the wit of the beach, to declare:

"Those guys not only are bringing their lunch, but they're even bringing their shade with them!"

# *Chapter Twenty-four*

## THE STORY OF BEACON BAY

Residents of the happy community known as Beacon Bay will be surprised to know that their pleasant corner of the world came into being as a result of two unpromising circumstances — a surveyor's error, and clouds of mosquitoes.

When Balboa Island was annexed to the City of Newport Beach in 1916 the surveyor made a mistake. Instead of describing the northern boundary of the area to be annexed as a line along the middle of the channel north of the Island, he projected his line up to the bluffs, and thus inciuded the land where the Villa Marina and Beacon Bay were later developed. This error brought into the City of Newport Beach certain state owned tidelands and parts of the Irvine Ranch which were not intended to be annexed. The error in describing the city boundary was corrected by an election held on December 12, 1924, but in the meantime certain significant things had happened.

The Legislature, in 1919, enacted two laws affecting Newport Bay. One of them (Chapter 494, Statutes of 1919) gave to the City of Newport Beach all tidelands within the city limits. The other (Chapter 526, Statutes of 1919) gave to Orange County all tidelands in Newport Bay outside of the City of Newport Beach. It was assumed that the grant to the county conveyed to the county those tidelands on the north shore of the bay north of Balboa Island, where Beacon Bay now stands. But since this area was technically a part of the City of Newport Beach at the time, due to the error in description, these tidelands were not conveyed to the County of Orange, and in view of the fact that the city boundary as corrected in 1924 indicated that this area was outside the city, the question was raised as to whether Chapter 494 of the Statutes of 1919 was effective in conveying the land to the city, since it specifically referred to tidelands "within the present boundaries of said city."

Thus these tidelands were regarded as a no-man's land, forgotten by all. No, not quite forgotten. There was one group of citizens who was painfully conscious of the existence of the area, because where the homes of Beacon Bay now stand there existed a tidal basin flooded only at maximum tides, which between times served as a breeding place for mosquitos.

The mosquito abatement committee of the Balboa Island Improvement Association, consisting of Herbert Worcester, J. A. Beek, and Robert Bostwick, invited the State Board of Health to make a survey and recommend measures to abate the nuisance. The survey was made and the information elicited that until some dredging and filling was done the swamp would furnish a generous supply of mosquitos.

To ascertain the owner of the area the committee consulted Mr. Robert E. Mize of the Orange County Title Company, who explained the situation and recommended that legislative action be instituted to give the city undisputed possession of these tidelands. Accordingly, believing that the city would be more interested in abating the mosquito nuisance than the county, the Balboa Island committee prevailed upon City Attorney Clyde Bishop to prepare a bill conveying the property to the City of Newport Beach. This measure, Assembly Bill 165, was introduced by Legislator (Dr.) John Ball, passed both houses, was signed by Governor Young, and became Chapter 70 of the Statutes of 1927. It granted to the City of Newport Beach all tidelands "not heretofore granted to said city or to the County of Orange."

Scarcely had the measure become a law when Balboa Islanders were startled to find an announcement in the Newport News that the city council was proposing to lease the area to a marine engine manufacturer for an engine factory, the bay north of Balboa Island to be used as a testing channel for speedboats. The consideration to be paid the city was to be one dollar per year, the real inducement being the necessary dredging and filling and the stimulus to business to come from the creation of a new payroll.

The Balboa Island committee waited on the council and called attention to the injury which would be in-



flicted upon Balboa Island by the proposed lease, and asked that the area be used for some other purpose. (One purpose which had been considered was a yacht basin and aquatic park, plans for which were prepared by J. A. Beek and Harry Welch and included in a bond issue submitted to the voters on June 10, 1926, and defeated.) Lawrence Wilkinson, an elderly councilman with a kindly demeanor, commented, "I want to see prosperity in the City of Newport Beach. I want to see the merchants, the real estate men, the ferry boat operators and all the rest of our people prosperous, and the way to have prosperity is to have payrolls — and to have payrolls you must have industry." Mr. Wilkinson added that the property must be used for industry because the grant stipulated that the land must be used for commerce and navigation. One member of the committee, J. A. Beek, said that if the city could not find someone who would improve the property and use it for a purpose that would be unobjectionable to the neighborhood, he would lease it himself and find some use for it which would be appropriate to a residential community.

The proposed lease to the engine firm was not consummated, and on November 9, 1927, the city leased the property to J. A. Beek for commerce and navigation, in consideration for dredging and filling, installation of utilities, and payment to the city of a graduated acreage rental plus a percentage of receipts. It was further agreed that this property, which belonged to the city but which was outside the city, would not be annexed until the improvement program was completed. It was felt that the lessee should not be subjected to the burden of city taxes on personal property during the time he would be compelled to make the stipulated improvements. However, he offered no objection to the property being annexed to the city on May 28, 1930, long before the improvements were completed.

The Balboa Yacht Basin was dredged in 1929, as well as the channel connecting it with the waters of Newport Harbor, which was one of the requirements set forth in the lease. The stock market crash and subsequent depression made it impossible for the lessee to obtain funds for further development. It was estimated that the cost of the public improvement would approxi-

mate \$100,000. Needless to say, Joe Beek didn't have \$100,000, and no one with funds was disposed to loan money on such a speculative project as trying to convert a mosquito swamp into a residential community, especially when the question of whether the land could legally be used for residential purposes had not been answered. Further, there were several individuals engaged in the real estate business on Balboa Island who felt that a residential community developed by the lessee would compete unfavorably with Balboa Island. They predicted that such a subdivision would be tremendously unprofitable for the lessee, and opposed each application made by him before the city council. So much interest was engendered that finally President C. D. Hayes of the Balboa Island Improvement Association called a meeting of all Balboa Islanders for the purpose of discussing the proposed development. This meeting was reported in the Newport News of January 30, 1930, which revealed that an exhaustive discussion was held, all parties being given a hearing. Finally the lessee took the floor, explained his plans in detail and invited the whole meeting to go in with him, share and share alike, win or lose. He recited the difficulty he was having to finance the necessary improvements and, adopting the style of an old-fashioned revivalist, he told all and sundry that "now is the accepted time, now is the hour of speculation." People in attendance seemed slightly amused, but no partners were forthcoming. The meeting adopted a resolution endorsing the use of the tidelands for residential purposes.

The lessee, and those who were in agreement with him, proposed to the city council that the lease be amended to provide that the land be leased for commerce and navigation and "other lawful uses." The council acted favorably upon this proposition but it was still thought that to use the property for residential purposes would be inconsistent with the terms of the grant from the state. There was no question but that the yacht basin could be classified under commerce and navigation, and, while the lessee had numerous opportunities to rent the balance of the area for boat yards or other commercial purposes, he felt that its proximity to Balboa Island and Harbor Island required that it be

developed as a community of homes. To make this legally possible he prepared a bill which provided that in cases where the governing body of any city felt that the development of its tidelands for commercial purposes would be detrimental to the best interests of such city, it could lease them for "park, recreational, residential, or educational purposes."

This measure was introduced by Senator Edwards of Orange County and passed both houses of the Legislature, but was vetoed by Governor Rolph on the insistence of Arthur Samish and Mr. Henry MacKay, Mr. MacKay's objection being that he feared it might open the tidelands to oil drilling. When the situation was explained to him and his attention directed to the very specific provisions of the measure, he withdrew his objections. Accordingly, the provisions above referred to were incorporated in an Assembly Bill which was then before a Senate committee. This bill, with the amendment in it, went through the Senate, was concurred in by the Assembly, signed by Governor Rolph, and became Chapter 999 of the Statutes of 1931.

Now, however, it was apparent that before the property could be developed as a residential subdivision, it would be necessary to have a new grant from the city conforming to the new law. This action was taken by the Council. However, it did not clear the way for the development of Beacon Bay because the westerly boundary of the property leased by the city had not been definitely determined, nor was this determined until after the lease had been in effect for ten years. During all this time the lessee had been paying the city the amounts stipulated and had done the required dredging and filling, but had received no returns on his investment. Accordingly, the city granted a ten year extension, bringing the expiration date of the lease to 1962 instead of 1952, as in the original document.

Opposition to the development of this property for residential purposes was still evident, and criticism was directed at the various city councils which had granted the original lease, amended it to conform to the new state law permitting residential uses of the property, and granted the extension of the lease. This opposition was manifested in the municipal election of 1940, when



practically the only issue before the voters was whether they would elect councilmen favorable to this lease or those opposed to it. At the height of the controversy, the lessee, J. A. Beek, issued a signed statement, published in the Newport News of April 8, 1940, offering to relinquish all his interest in the tidelands to the city, or to any group of responsible citizens, provided they would reimburse him the cost of dredging and installation of utilities. There was no acceptance of this offer. The election was held, and councilmen favoring the development of the area as a residential community were elected.

Meantime, installation of the necessary improvements was completed, a map prepared, utilities installed, streets paved, and lots offered to the public at nominal rentals.

Beacon Bay was the first leasehold subdivision in the area, and at first people were reluctant to establish their homes on property they did not own. However, within about five years all the lots had been leased. Mr. Earl Stanley, who was at that time connected with Mr. Beek's office on Balboa Island, acted as sales agent and manager of the project, the Beacon Bay Community Association was formed and provision made that all lessees should be members of this Association, which would assume responsibility for the maintenance and operation of the Association's utilities and other property.

The sub-leases provided that prior to their termination the lessor would endeavor to secure from the City of Newport Beach a continuation of the master lease and would give to each sub-lessee the right to continue in possession of his property.

In 1949 the Beacon Bay Community Association asked Mr. Beek to make application to the city for a continuance of the original lease, without waiting until 1962, in order that they might enjoy longer tenure of their homes and would thus feel justified in making more extensive improvements. Accordingly, application was made to the city, which on January 9, 1950, extended the master lease to December 31, 1987, in consideration for which it provided for an increase in the amounts to be paid the city as acreage rental over that

stipulated in the original lease, and an increase from 5% to 33 $\frac{1}{3}$ % of the gross receipts of the lessee during the extended period of the lease.

Following this action on the part of the city council holders of Beacon Bay leases were given extensions for the entire time granted by the city in the master lease, considerable sums were spent on improvements in the area, the few lots remaining vacant were improved, and Beacon Bay became recognized as a stable unit of the community.

### HARBOR ISLAND

A triangular piece of sand comprising some 36 irregular lots was graded into its present area in 1926 by Joseph A. Beek, who then combined his tenure with Louis W. Briggs, another irresistible realtor, and the two proceeded to dispose of their holdings through the regular channels of trade. This was Harbor Island.

Wayne Goble, a reporter for the Santa Ana Register and later an advertising agency operator, bought the Island in the early 1900's from the McFadden Bros., for \$5,000. A few years later he sold it to Frank Keeler for \$20,000 and that gentleman disposed of it to Mr. Beek in 1925 for \$53,000. That ambitious young real estate deciple then dredged and filled the Island.

Messrs Beek and Briggs put on their selling campaign for a few thousand dollars per lot, but its value today is so fantastic that it is said to be the highest priced in the district. So much so that an effort to buy a remaining vacant lot for \$62,500 in 1956 was rejected.

Among the first home owners were Mr. and Mrs. Thomas Gardiner. He was a retired jewelry manufacturer from the east. They had two children, Everett S. ("Duke") who still resides at the family home, and his sister, Edith, who later married Former Mayor Hermann Hilmer.

Along about 1938 Jascha Heifetz, world renowned violinist, built his summer home on the west end of the Island, residing there with his first wife, movie actress Florence Vidor.

After the divorce she continued to occupy the home and endeared herself by giving her time and support to

Red Cross work during the second world war. During that period the Red Cross occupied quarters at Balboa where the then Mrs. Heifetz helped pack and ship clothes to the needy in Europe.

A few years later she sold her home to Howard Ahmanson, who purchased the Home Savings & Loan Association in 1947 and served as its president until 1956 when he became chairman of the board. Today it is the largest association of its kind in the United States with assets of \$425,000,000. Mr. Ahmanson still makes his home on Harbor Island.



# Chapter Twenty-five

## ANNEXATIONS

From a meager beginning of 1100 acres in 1906 the city in April, 1956, possessed 4,799 acres of land and 1,050 acres of water. And, peculiarly enough, Newport Beach did not own any land when it incorporated September 1, 1906, as it was five days later, or September 6, when the deeds became effective.

While the city's engineering department has maps and records of the various pieces of land acquired, it seems unable to locate on its maps the first acreage comprising the city and it was Former City Engineer R. L. Patterson who gave the information that "it was between 1100 and 1200 acres."

Nothing much in the acquisition of more territory was done until 1916 when a large part of Balboa Island, July 3, asked to join the municipality. Newport Heights was taken in Feb. 26, 1917; Corona del Mar Feb. 24, 1924; the east end of Balboa Island, Jan. 3, 1927; the property on which the City Hall stands June 2, 1930.

A list of annexations since 1940 follows:

Property	Effective Date
Harbor Island	11-19-43
Shore Cliffs	2-23-46
Harbor Heights (Tract 1136)	5-13-46
Stanley Tract	8- 2-46
Balboa Coves	8- 2-46
Bay Shores (Tract No. 1102 & 1140)	12-27-46
Hoag Memorial Hospital	7- 3-47
Bay Shores (Tract 1210 & Por. Lot 1, Tract 1225)	8-16-47
Corona Highlands	1-12-49
School—Cliff Haven	5-11-49
Corporation Yard	5- 1-50
Presbyterian Church	5-12-50
Irvine-Bayside Drive & Corona del Mar, Parcel One	9-13-50

Irvine-Bayside Drive & Corona del Mar,	
Parcel Two	9-13-50
Banning Property	9-28-50
One Foot Strip—West Side	10-31-50
Newport High School (affidavit)	2-26-52
Irvine Terrace	4-23-53
City Disposal Area	4-23-53
Parcel No. 1—Grammar School,	
Corona del Mar	4-23-53
Parcel No. 2—Area West of Avocado,	
Corona del Mar	4-23-53
Parcel No. 3—State Highway, Near	
Upper Bay Bridge	4-23-53
Parcel No. 4—State Highway, Near	
Arches	4-23-53
Parcel No. 5—State Highway, Btwn.	
Beacon St. & Old County Rd.	4-23-53
Aldean Place	5-12-53
Angel Garcia Property	7-21-53
Cliff Haven	9-10-53
Linda Isle	1-26-54
Stricker Annexation (S'y of 15th,	
Westminster to State Hiwy.)	4-12-54
Cooper Annexation (Tract No. 2172)	7-21-54
Upper Bay Annexation	4-25-55
First Addition to Irvine Terrace	11-14-55
Seaquist	2-14-56
Harbor Highlands	4- 1-56

These annexations, some hard fought, did much to stimulate the growth of the city. But the prize of them all, Costa Mesa, adamantly refused to become a part of the city, fearful of the politicians, frightened over being gobbled up by the supposedly master minds of the beach. Yet when the Mesa decided to incorporate it speedily found itself surrounded by troubles of its own. Its first objection to Newport Beach's continuous additions came when the Seaquist annexation started.

Mesa folks, as well as Beachites, living in the tract, voted to annex to their respective communities at about the same time. So the controversy was thrown into the Superior court and the judge decided that the section

should revert back to the county and another election ordered. This time the beach won. This area comprises 15th to 16th streets and Irvine to Tustin avenues.

Similar protests arose with the Upper Bay annexation in 1955 followed by Harbor Highlands in the same area, and a dispute over school boundaries was injected into the argument after the Costa Mesa School board agreed with the Newport Beach Elementary Board that children in that district could attend the Corona del Mar school. The controversy was thrown into the board of county supervisors and eventually the county school superintendent's office, followed by a meeting of all the school authorities involved. The matter was left in statu quo.

Both towns began battling for more territory in the western portion of the township, which takes in vast acreage of table land and reaches to the Santa Ana river and the boundaries of Huntington Beach. In 1955 Costa Mesa accused Newport Beach of trying to grab large gobs of terrain and the Mesa adopted an L-shaped annexation that reached across the river bed to connect with Huntington Beach city limits, in an attempt to block Newport Beach's west and northward expansion.

In the spring of 1956 both towns began proceedings to annex some 300 acres, its edges touching the city limits of both towns. The Beach has a "one-foot strip" that weaves in and out of the area in order to connect Newport Beach's disposal yard, dump site and water facilities to the city limits. This ribbon of land has been the scene of sharp clashes between the two cities, the Mesa warning the Newporters to "lay hands off" and charging them with being land grabbers.

However, in April, 1956, Newport Beach city council started proceedings to annex two industries, the Pfahler Manufacturing Corporation and the Tapmatic Corporation, at the southern end of its strip. Shortly thereafter Costa Mesa moved into the section and initiated proceedings to annex some 200 acres, but excluding the above two concerns and their sites. But the Mesans took in two firms, the Cla-Val Co., and the H. F. Mowry firm, which had previously asked to annex to Newport Beach. Their request had been denied at the time because their land was not contiguous to Newport Beach. It would



have been contiguous with the annexation of Pfahler and Tapmatic to Newport Beach.

The Mesa annexation map was approved by the county Boundaries Commission, which, besides the industries and uninhabited land, included some sixty homes along the northern edge of the area. Both city councils rushed into sessions to thwart the other's actions. The beach council passed its resolution at 7:30 P.M. and a few minutes later the Mesa board followed suit. The beach decision was for industrial purposes, the Mesa's for residential. Most of the property involved is uninhabited. There is a residential tract but it was excluded from the Beach's resolution, thus making it possible to use the state's Uninhabited Lands act, but the Mesa, taking the requests of the home owners, come in under the state's Inhabited Lands Annexation law.

# Chapter Twenty-six

## WHAT SAVINGS AND LOAN DID

Back in the early thirties and even later, when you wanted to do any building on the beach you either had to have the funds yourself or put up sufficient collateral to borrow any money from many of the banks. If you accosted an out-of-town banker for a loan he invariably stated that loaning monies for construction on a pile of sand was mighty risky business. Another reason was that Newport Beach was a resort area. When the '33 earthquake did its demolition spasm, wonderfully enough, the structures on the "piles of sand" came through practically unscathed.

At any rate a few citizens began toying with the idea of how to bring money to the harbor district to meet the crying demand for homes. The Home Loan Owners Corporation had, a few years previously, been set up in Washington. After several meetings some \$22,000 was pledged as a starter for a Savings & Loan Association, with the thought that matching funds could be secured from the governmental agency. October 21, 1936, the Newport Balboa Federal Savings and Loan Association was organized with Paul A. Palmer as president, Walter S. Spicer, vice president, Sam A. Meyer, secretary-treasurer, with these others as directors: Joseph Allan Beek, Granger Hyer, R. L. Patterson and Theodore Robins.

Just as the association was beginning to expand and help prospective home folks, the Washington Agency decided to stop matching funds across the country, thus leaving the local group with some \$40,000 it had to return to Washington. Nice going! But Manager Palmer, with that same driving energy that built Lido Isle, of which he was general agent, began advertising and digging, with the result that loans started homes to rise in all sections of the harbor area.

As in all corporations, directors come and go, and in the succeeding years, such notable men as William A. Wilgus, C. Harold Hopkins, W. P. Mirams, Neill Davis

and Ben P. Griffith were on the board. In 1950, Ralph P. Maskey, for years the association's competent appraiser, resigned from that job to become a director, and in 1954 Agnes Blomquist, who is richly given credit by the board for keeping the Palmer enterprises on an even keel, was elected a director, the first woman to serve on the board and later become Executive Vice-President in 1955.

Devoting seven years of intensive study to the project Mr. Palmer came up with plans for a new home, as the association had first moved from its little offices in the Lido club house to two rooms in the Palmer real estate building at 3333 via Lido. The site of today's home of the association on 340 feet of bay frontage, built at a cost of some \$400,000, is considered the outstanding institution of its kind in America.

Oddly enough, it was believed that the increased cost of operation, would take at least three years of progress to catch up with expenses, but the achievement was accomplished in less than six months. As of January, 1956, assets totaled more than \$23,000,000, 6456 share holders and loans reaching \$19,602,879.25 on 2148 pieces of improved real estate throughout Orange County and the harbor district.

## FROM WASTE SANDS TO PARADISE

Meandering along Coast Highway toward Corona del Mar in the summer of 1946, Tom Henderson and Hadd Ring, two indomitable realtors, who graduated from the ship building business, passed a stretch of some half mile of city bay frontage being used as a catch-all for floating logs, boat wreckage, broken oars, 'n what have you.

"Let's stop here a minute," said Hadd to Tom, "there might be a chance to convert this waste into something useful."

Followed a conference with Harry Welch, many confabs with city dads, and the upshot was an appropriation of \$1,000 to appraise, investigate and entice some outsider to install a beach club for recreation, an anchorage for power boats and a place to spend a few days in idleness. Mr. Henderson's argument to the city council



was to the effect that such a center was needed as the yacht clubs were full-up with members and there were literally thousands of well-to-do people in Los Angeles and elsewhere seeking such a spot.

Lew H. Wallace and Ralph P. Maskey, considered the best qualified men conversant with land values, appraised the property, comprising 15.7 acres, for \$744,131. At the conclusion of their report, they said: "In the spirit of cooperation we are making no charge for our services."

With the thousand dollars appropriated by the city, the Chamber of Commerce issued a brochure which was sent to several hundred prospective investors. Responses came in slowly. But in September, 1947, a special meeting of the city council called by Mayor O. B. Reed, heard three offers to lease the ground, one for 50 years, as under the law Newport Beach cannot sell any of its water frontage, but must lease same.

The plan presented by the Henderson group stated \$2,000,000 would be spent on improvements. This aggregation was composed of K. T. Kendall, retired industrialist of New York; H. L. Hoffman of Lido Isle, president of the Hoffman Radio Corporation; Walter D. Douglass of Lido Isle, treasurer of the same concern; George M. Holstein, building contractor; Carl Hinshaw, U. S. Congressman.

This group, stated Mr. Henderson, offered to lease the highway property for a term of 50 years and guarantee a minimum yearly rental of \$20,000, against five percent of the gross, and a maximum yearly rental of not to exceed \$50,000. The enterprise would have badminton and tennis courts, a large swimming pool, a two-story hotel, replete with bath rooms and every modern convenience.

To the city fathers and hundreds of other citizens, who had tried and tried to bring in ventures of this calibre, the offer seemed dazzling and unbelievable. But with thoughts of other blighted projects in their minds and hearts, the council reluctantly agreed. Just for the record let's present the names of those councilmen: Mayor Reed, Robert Allen, Mason Siler, L. L. Isbell and

O. Z. Robertson. For you see, today, all that this group promised came to pass.

The Balboa Bay Club today, 1956, is one of the foremost organizations of its kind on the Pacific Coast. Its president is Edward Crowley, manager of the swank Town House in Los Angeles; Wayne Ferrell is the club's manager, while the membership is in the vicinity of 1600.

Last year Clint Murchison, multi-millionaire Texas oil tycoon, had been hovering around these parts, looking for a way to spend black gold and with a reputed income of \$60,000 a day. He soon made a deal with Kendall, said to be a controlling interest, bought him out and is now in control of this beautiful bayside resort.

So far to date the city has received a total of \$271,-919.00 in lease rentals, or nearly \$40,000 annually.

### IDEALISM IN FOODS

O. W. (Dick) Richard, a school professor in his home town in Wisconsin, migrated to Newport Beach in 1934, and engaged in the grocery business with C. F. Loy on the Newport ocean front. A few years later Charlie Denison, realtor, finally persuaded the two to look over a prospective business site of 15½ acres at the entrance to Lido Isle. The price was \$3,500.

The pair did so, more to please Charlie than to buy anything. Going back to their little store, Loy said to Dick: "Imagine, asking us to buy that piece of sand for \$3,500? It is to laugh!"

In March, 1948, Stephen Griffith erected a mammoth building next to Vincent's Drug Store, at a cost of \$326,000, to which Richard added \$300,000 in fixtures and stock, mostly on borrowed money. He journeyed to Kansas City and took a course in big-business groceritis from Fred Wolferman, who owns four of the finest and most successful food stores in America.

His old friends predicted failure in ninety days.

His first year revealed a gross of more than a million dollars! In 1955 the gross was \$3,100,000; the same year additions were added to each side of the building, costing \$160,000 and plans are in the offing to put in specialty shops on the street front.

What better success story do you want?

What better place than Newport Beach, young man, to make your start?

And, perhaps, one reason for "Dick's" success is his cheerful personality, his happy willingness to take part, and lead, in almost every public endeavor for the betterment of the community. In April, 1956, Congressman James B. Utt announced the appointment of Mr. Richard to a Washington post. He will be on the National Board of Field Advisors, Small Business Administration. He will represent Region 14 in the National Board setup.

But the one honor that took him completely by surprise was a singular recognition he received at the annual 1956 convention of the National Association of Retail Grocers of America held in Los Angeles.

Mrs. Marie Kiefer, secretary-manager of the organization, disclosed a well-kept secret when she called Mr. Richard to the platform to receive a certificate and inscribed watch as the food industry's Grocer Father of the year.

"You could have knocked me over with a feather," he declared later. Incidentally, Mr. Richard is vice president of the Orange Empire Boy Scout Council, a director of the Boys Club, chairman of the safety committee of the California Association of Student Councils, past director of the YMCA and a member of the board of directors of the library.

Although he is the father of only one child, John Charles Richard, 13, he is known for his splendid work with children throught Orange County.

### DEDICATE NEWPORT PIER

When the Newport pier was swept by fire in 1939 a group of local businessmen bestirred themselves to see that it was promptly rebuilt. Previously they had formed the Newport Beach Business Men's Association, operating as a branch of the Newport Harbor Chamber of Commerce.

Oliver M. Campbell, who was in the grocery business on the ocean front at that time, was named president of the group. It was decided to dedicate the completion of the wharf and on June 9, 1940, a mammoth fish fry was held and thousands were given a



free fish dinner. Among those on the committee and donning white aprons to act as chefs and hosts were: Walter Longmoor, Earl Hall, Harry Estus and Nelson Stafford.

Mr. Campbell, who had retired, made a trip to Europe in 1956 with his wife, Grace. On their return they paid a visit to Canadian relatives, and in making a mountain turn, the car went off the road, killing Mr. Campbell and injuring Mrs. Campbell.

# *Chapter Twenty-seven*

## CHARTER FORM OF GOVERNMENT

Back in 1948 citizens began mumbling about the restrictions of a 6th class city, not only because of its limitations but due to the far-flung dimensions of a community divided by a bay, and hills and mountains in the back ground. In 1949 a group of freeholders, chosen to frame a charter, met decisive defeat.

When Norman Miller, who served as mayor for two years, (1952-54), and probably the youngest executive in the city's history, resigned in September, 1954, because he had moved outside the city limits, a contest developed over the appointment of his successor. A tie between the four remaining members resulted in a special election held December 7, 1954, when Lawrence Broering, Jr., won over Wm. G. Perrow.

On June 8, 1954, the city finally adopted the city charter form of government, directed by a council of seven members through a city manager.

Freeholders who were elected to draw up the successful charter were: J. Leslie Steffensen, chairman; Ruby Stevenson, secretary; Marco P. Anich, Lawrence W. Broering, Wallace Calderhead, Robert Campbell, Henry Campbell, Henry K. Deister, George M. Engelke, Ruth S. Fleming, Marion C. Forrest, Walter Gerhardt, Tom W. Henderson, C. Lester Jones, James D. Ray, and Roland Wright.

The charter divided the city into seven districts which, roughly, included the east end of Newport Beach, Balboa, then Lido Isle and Bay Shores, Newport Heights, Balboa Island, the east end of Corona del Mar as far back as Upper Bay and the western end of Corona del Mar.

To make the city council representative the charter provides that candidates must be nominated in their own districts, but elected by voters at large. The council elects the mayor from among its members and selects the city manager, who has complete charge of city ad-

ministration. The manager is responsible only to the council which may remove him at any regular meeting except for a period of 90 days next succeeding any municipal election at which a member of the council is elected.

Prior to the Charter's adoption the following seven nominees were elected: Mrs. Dora O. Hill, the community's first woman mayor; Gerald Bennett, Gen. Stanley E. Ridderhof, Sandy MacKay, Clarence A. Higbie, Leland L. Wilder and James B. Stoddard. Col. John Sailors, who had served as city manager for eleven years, retained his position as the unanimous choice of the new board. But in February, 1956, due to differences between some members of the council and Sailors, over administrative problems, he resigned forthwith.

Under the charter neither the council, nor any of its members, individually, may interfere with the city manager in the execution of his duties, nor order the appointment or dismissal of any of the city employees. The council retains the appointment of the city clerk, attorney and treasurer and also members of various boards and commissions, including planning commission, parks, beaches and recreation commission, civil service board and library board. The council may also create other commissions as the development of city affairs demands.

Throughout the first year of the city's operation under the new charter the smoothness with which the city's business has been handled has spoken well for the meticulous efforts of the freeholders. The new council has taken up where the former members left off and the city has progressed to the apparent satisfaction of the electors.

Meetings of the council have been well attended by interested voters and council members have been responsive, not only to demands of interested citizens, but to the best interests of the city, even though at times this action might be contrary to pressure of insistent minorities.

### FIRST FEMININE MAYOR

One may well imagine the reactions of some of our early pioneers and city officials, were they expected to



witness a "fem" sitting at the head of the table or a sturdy trustee, taking commands from a mayor wearing skirts! Even the women-folks would have emitted a shrill shriek at the "silly" idea!

No Carrie Nation had yet wielded her hatchet-slashing propensities, nor had a Susan B. Anthony proclaimed the strident appeal of Woman's Suffrage. Those were the days when a man had to be tough and strong; when a male had to be able to take it, and dish it out as well. There were no automobiles, no airplanes, no radio, no TV, no atom, no atomic stuff—just plain old muscle, two strong legs and hands, a vigor and courage and a will to survive.

But time and progress bring changes. It also brought Newport Beach its first lady mayoress. Her pictures never do justice to the soft impeachment of sparkling eyes, petal-toned cheeks and alluring lines. Dora Hill is as gracious as she is capable.

Here is what one Los Angeles paper says of her:

#### SHE COMBINES MAYOR DUTIES - HOUSEWORK

(by Virginia Wiprud, Mirror-News Staff Writer)

Bobby Lou and Kathy had the earache. Grandmother Dora Hill was doing her best to comfort them one April morning, 1954, while mother was away giving birth to grandchild No. 3.

Right in the middle of the hubbub the doorbell rang. Instead of the doctor she expected, Mrs. Hill found the Rev. James Stewart, pastor of her church, with a question:

"Will you run for City Council of Newport Beach?"

After the first shock, Mrs. Hill replied that first she had to get the kids to the doctor, and then she'd ask her husband.

Ned (Edgar R.) Hill was about to retire as head of his Los Angeles building materials firm. Despite the fact that he and his wife, their three sons grown, were looking forward to a quiet life at Lido Isle, Mr. Hill thought Dora should run if she had the chance to serve the community where they'd lived since 1942.

He didn't dream that Mrs. Hill would not only be elected to City Council, but unanimously voted Newport's next Mayor.

Taking over as chief executive of a city of 17,000 is no easy job for anyone — especially when "His Honor" turns out to be "Her Honor," and scarcely over 5 feet tall besides.

That Dora Hill has earned the respect of the citizens of Newport Beach shows in the warm way they speak of her as well as in records of civic progress. Last year the local Chamber

of Commerce named her its first "Woman of the Year."

The Mayor came to her desk well prepared. A University of Chicago graduate in English and history and a former school-teacher, she has been an active civic representative as wife and mother.

Besides serving as Boy Scout den mother, president of both grade school and high school PTAs and library board member, she has also headed the Newport Beach Assistance League.

In 1951 she was organizing president of the first women's auxiliary for Hoag Memorial Hospital and is now treasurer.

As "official representative of the city" her first duty is to conduct regular Council meetings. Along with much ribbon snipping and name signing, she may also be asked to ride in a Navy blimp, represent the city at the Ensenada boat race, or find out why a neighbor's garbage hasn't been collected.

At home, things have been streamlined and modified, but the Mayor still does all her own cooking and most of her housework (save for a cleaning woman once a week).

Weekdays she's up at 6 a.m. because she "likes to have her house ready" before she leaves for the office. After work she prepares dinner, unless she must attend one, and spends the evening with her family.

Coming into office right after Easter, Mrs. Hill found her first piece of business a citizens' petition to do something about the confusion caused by vacationing teenagers during Easter Week.

She immediately set up a committee to hear suggestions from all sides and plan for the next year.

She invited teen-agers to come and live in the community as if it were their own and asked parents to do their part by providing chaperones. Then she saw that the welfare of everyone was protected through enforced rules for traffic, liquor, curfew, noise and sanitation.

This year she is again extending an invitation to young people to visit Newport-Balboa — and to stop by City Hall. She'll be there 'til April 10, when a new Council will be elected and her term over.

## HARBOR TAKES OVER LEGISLATORS

With the government's task of dredging finished, resulting in the harbor's dedication in 1936, events began to happen in and around Newport Beach. Newport Harbor had grown rather slowly up to that year. but with deep waterways, clear channels and strong breakwaters, boats of all kinds began to invade the bay. Prices of bay and ocean frontage shot up as the Southland discovered that these shores were ideal for homes, for fishing, for climate.

By 1940 the district's population began to assert itself, and the first indication of this became apparent in the 1942 elections when Councilman Irwin George Gordon was the first local supervisor chosen from the 5th district, defeating N. E. West of Laguna Beach. Up to this period county and state legislators had been voted into office from other parts of the district. Mr. Gordon had served three terms on the city council and an intensive campaign, together with the votes from the Harbor section, brought him the coveted seat on the county board.

After serving two terms Mr. Gordon, who has been in the building contracting business for years, with his son, was succeeded in 1950 by Heinz Kaiser, former owner of Bay Shore Camp. He was re-elected in 1954 and one of his chief projects was to start the movement for a recreational center in the Upper Bay, which up to this time, had lain dormant except for the production of industrial salt, and dredging and grinding sea shells for commercial uses. (The development of the Upper Bay is dealt with elsewhere in this volume.)

## THE STATE LEGISLATURE

For years Clyde Watson of Orange had represented the south half of Orange County in the state assembly and when he decided in 1946 to run for the California Senate, Realtor Earl W. Stanley opined that he would try for Mr. Watson's seat. The former had been on the city council and resigned to make the successful race. Mr. Stanley represented the 74th Assembly District, its dimensions now comprising all the territory south of the Santa Ana river and running easterly to the San Diego County line.

Perhaps Earl Stanley's most notable achievement for the survival of all mankind was his work in securing the passage of the Driver Training bill, requiring that all High School students in the state must take a course in auto driver education. Governor (now U. S. Supreme Court Chief Justice) Earl Warren urged its passage as an important step in reducing accidents and death on the highways. The National Committee for Traffic Safety, in nominating Mr. Stanley for citation, said:

"His singular success in the achievement of this objective through a sound legislative program was com-



pleted over a period of seven years in the face of discouraging obstacles and, at many times, almost overwhelming opposition."

The acquisition of 751 acres north of Costa Mesa for the establishment of a state hospital for the mentally ill, was due largely to Mr. Stanley's efforts.

Mr. Stanley stated that an original \$11,500,000 appropriated by the legislature for acquisition and buildings would eventually exceed \$53,000,000, and that the objective of the institution had been changed to a home and hospital for mentally ill children, providing 4100 beds. The initial appropriation had been made in 1952; construction to be done in 1956 will amount to \$7,000,000. It was also declared that the State only paid \$600 an acre for the land, while values in surrounding areas in 1956 were between \$5,000 and \$6,000 per acre.

In the matter of fishing, a most important endeavor in these parts, Mr. Stanley has done considerable for fish conservation. He believes there should be some management on deep sea fishing, some control to prevent depletion of such sea food as sardines, mackerel, etc. Just a few years ago canneries took 750,000 tons of sardines from the ocean annually, which finally simmered down to 60,000 tons in 1955, and are gradually disappearing.

Another important piece of legislation was the ironing out of the intense feeling existing between county and municipal governments. Mr. Stanley was chairman of that skillfully managed committee for nine years, its work resulting in not only being a great service to the State but in creating a better atmosphere between supervisors and councilmen. Equally consequential was his trailer legislation permitting cabanas to be used in trailer parks, thus making living more comfortable for such owners.

## TEN YEARS OF LEGISLATION

Testifying to their appreciation of his ten-years' devotion to his constructive legislative program, the 1956 California Assembly adopted the following Resolution "Relative to the Retirement of Assemblyman Earl W. Stanley."

Whereas, Assemblyman Earl W. Stanley has announced his



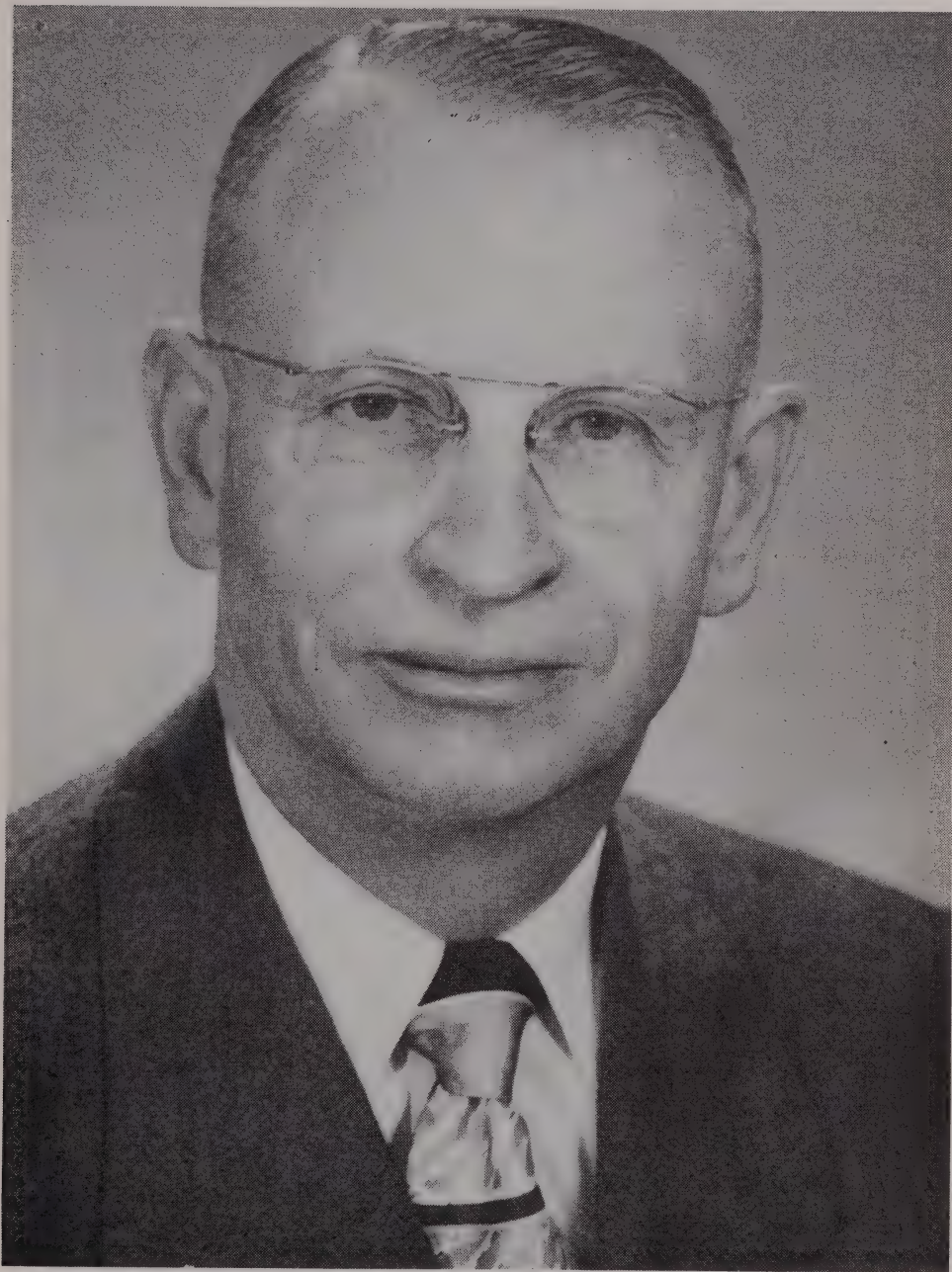
**Fraternal Groups Come to Harbor: (Top) — Bay Front View of Newport Harbor Elks Club; (center) — American Legion Building, construction of which was mostly donated, under supervision of J. H. Estus, for years prominent Newport Hardware Merchant; (lower) — New Home of Masonic Seafaring Lodge, built almost entirely by subscriptions under efforts of Chairman Ralph P. Maskey and fellow workers.**



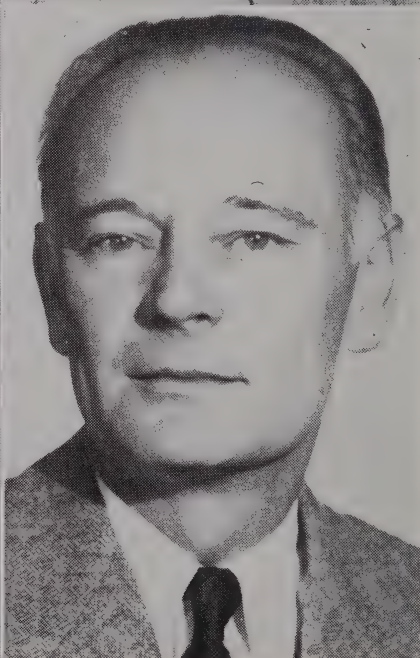
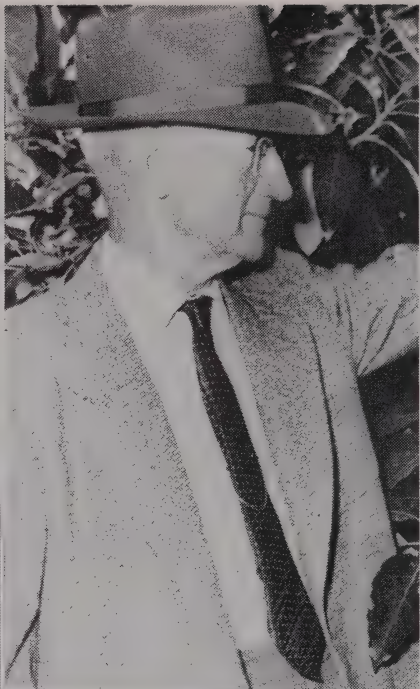
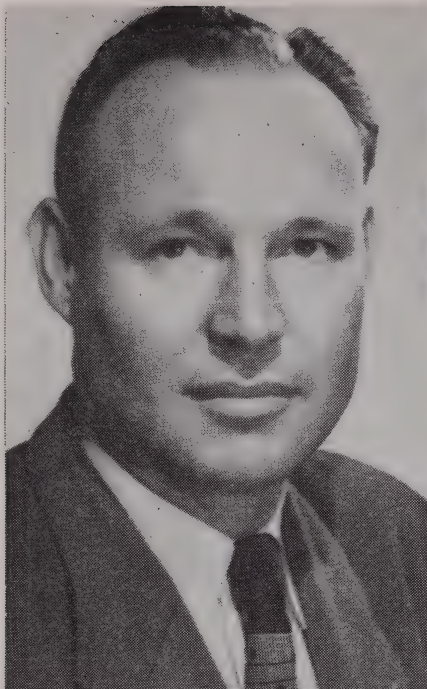


(Upper) — Signing 50-year land lease for Masonic Home. Mrs. Mildred Stanley watches husband, Earl W. leasing site for \$1.00 a year, with Ralph Maskey interested participant; (above l to r) — Paul O. Davis, George Bosley, W. Ben Sorrels, Melwood A. Berry; (lower) — Elks Club Officials: Top row l to r — Richard Newman, Kenneth Parker, Robert Eastman, George Everson, George McNamara, center row — Al Robeson, Maurice Aufder-Heide, Orvel Schlueter, Charles Ames, Rodney Lippold; lower row — Charles Lanning, Robert Willmes, Jesse Brewer, William Christensen.





**Walter Longmoor, Well known head of Western Cannery, Orange Coast College Trustee and Civic leader, has guided the destinies of the City Planning Commission through years of long and devious proceedings.**



**Early Building Contractors:** (upper left) — Walter B. Mellott, sub divider; (upper right) — Willard B. Mellott, long prominent in Harbor water, school and building annals; (lower left) — Former Mayor O. B. Reed, member of city planning commission; (right) — L. W. Briggs, veteran Balboa realtor, civic leader and member of planning commission.



intention of retiring from the Assembly at the conclusion of the current session of the Legislature; and

Whereas, This native Californian, born in Pasadena on July 26, 1900, attended Pasadena schools and Occidental College before commencing his highly successful career in the real estate and insurance business; and

Whereas, He was first elected to the California State Assembly in 1946 and has been returned to that office in four subsequent elections, winning the 1948 and 1950 elections on both the Republican and Democratic tickets; and

Whereas, During his ten years of public service in the Assembly he has served ably and well as Chairman of the Republican Caucus, Chairman of the Municipal and County Government Committee, and member of the Assembly Committees on Elections and Reapportionment, Fish and Game, and Military Affairs; and

Whereas, He achieved nation-wide prominence as the author of the Stanley Driver Education and Driver Training Law, a program recognized by a special citation from the National Committee for Traffic Safety; and

Whereas, He is an active and enthusiastic member of numerous business and civic organizations as well as social clubs, including the California Real Estate Association, Newport Harbor Chamber of Commerce, Rotary, Elks, American Legion, Balboa Yacht Club, Balboa Angling Club, Santa Ana Country Club and Irvine Coast Country Club; and

Whereas, Assemblyman Stanley through his genial and kindly disposition, has earned the high esteem and affectionate regard of his fellow Legislators and hosts of friends; now, therefore be it

Resolved by the Assembly of the State of California, That the Members of the Assembly hereby extend their very best wishes to Assemblyman Earl W. Stanley for his success in all future undertakings; and be it further

Resolved, That the Chief Clerk of the Assembly transmit a suitably prepared copy of this resolution to Assemblyman Earl W. Stanley and to his wife Mildred.

Signed: L. H. Lincoln, Speaker

### STATE SENATOR JOHN A. MURDY JR.

While Senator John A. Murdy Jr. did not reside within the confines of Newport Harbor when he made his first race for the state senate, he has since corrected that slight omission by moving to Lido Isle in April, 1956. From this vantage point he inaugurated his campaign for re-election. During the past four years he has been on a number of important legislative committees and has accomplished much constructive work for Orange County, of which he has been a citizen for 44 years.



Aside from being President of Hoag Memorial Hospital, in whose founding he took an active and aggressive part, he is President of the California Lime Bean Growers Association and a trustee of Whittier College. And, in passing, it should be noted, he was renominated in the June, 1956, primaries and re-elected in November.

### THE RUM RUNNERS

It is doubtful if many of our younger generation remember the days of prohibition, which meant that it was unlawful to drink intoxicants or have liquor in one's possession. This was the vogue from 1918-1933, when it was repealed in the latter year.

Newport Beach was the mecca for rum runners and many daring boats ran the blockade, bringing cargoes from Canada, Mexico and other choice foreign shores, where wines, whiskies and other fine alcoholic beverages could be obtained at a reasonable figure and sold in California and other U. S. cities at fabulous prices — provided Uncle Sam's minions of the law did not catch you.

Yachts were often painted black to avoid detection; flash signals between shore and craft were the order of the day. One of the sternest city marshals Newport Beach possessed was James A. Porter and he maintained strict vigilance, in cooperation with the federals, to hold the traffic in booze down.

The newspapers were full of sporadic attempts to circumvent the "dicks". There was the case of a midnight arrival of a yacht in the bay. A large truck had loaded the stuff at the 19th street pier, slithered out and headed for Los Angeles shortly before daylight. Curiously enough the consignment never reached its original destination, as it was high-jacked somewhere on the road and officers who were waiting to seize the liquor, valued at \$100,000, never made contact with the prize.

At intervals Marshal Porter would pour his hauls down a drain in the driveway at the old City Hall, a block east of the Newport pier. Such a waste of "good" beverage, in the opinion of civilians and not a few city employees, was regarded as sacrilege.

So-o-o- one morning when Officer Porter had decided

to smash a few bottles and let liquor gurgle down the drain and, thus, on its way to the ever-agitated sea, he had a call to a disturbance.

Clerk Vivian Seebring, like many other stalwart anti-prohibitionists, possessed an aching heart over the destruction of the Demon Rum. And, with Porter gone, ye clerk removed six cases of the needful to a sequestered spot in the basement!

Then, Seebring received a telephone message that he was wanted at the bank. Whatdye think happened? During his absence a few of the parched and sad-eyed city watchers, backed a car to the lower level, loaded said auto with the six cases and gleefully departed.

There erupted a wailing and grinding of molars, but what could the first guilty young man do? He had confiscated seized contraband; and when the upstanding city marshal returned to the scene of his dedicated task, he proceeded to merrily shatter the bottles, beautifully unaware that six of his cases were missing!

After Porter's death his widow, Miriam Porter, who taught in the Newport Beach Grammer school, presented a portrait of Sir Galihad to the school, with the statement that Marshal Porter, in the discharge of his duties, more resembled the knight than any other defender of the rights of man.

Mrs. Porter was killed a few years after her husband passed away while crossing the street at The Arches underpass. Children who went to school to Miriam Porter were indeed fortunate. She was one of the most competent and best beloved teachers to serve in the schools of Newport Beach.

In discussing the rum runners of prohibition days the Newport News of July 27, 1923, offered this snappy comment:

RUM RUNNERS, SEA SERPENTS AND NIGHT SIGNALS,  
ZOWIE!

Reading the scare lines in the city dailies of the rum runners, snooping around Newport, of the mysterious night signaling, of revenue cutters — hundreds of 'em — of greasy sea serpents oozing through the brine — ain't it awful, Mabel?

A feller would think a gang of pirates infested Balboa Island, that mighty Dinosaurs inhabited Newport Heights and that a fleet of whiskey boats filled Newport Bay.

"It is to laugh", said City Marshal Porter, "to read of the fanciful romancing of the city press. It sure is a rum go, but it must be one of those ships, 'sunk without trace', that failed to even leave a smell of rum on the surface as it went gurgling down.

"As for the mysterious night signaling, I'd be willing to bet an old shirt that these newspaper fanciers are confusing the search light of the 'Magic Isle' boat with this paper fleet of rummy rum runners. This is a strong search light and lights up the sky in all directions. It may be doing signaling, but it is signaling for passengers at so much per.

"Yes, it is true that Sheriff Sam Jernigan came down to investigate, but it ended in one word — 'bunk'. And a flock of nine officers also came down on a tip from the district attorney's office to the effect that a rich yachtman was bringing in a load of booze. They were armed with a search warrant and they searched the yachts and — (come closer and let me whisper) — they found a jug of stale water."

So, disposing, officially, of the night flashes of "con" and rum, what of the sea serpent? Might not this serpent feller been what the news hounds saw after imbibing of inland bootleg? Rum is rum and easily runs into sea serpents, flocks of ships, two moons and queer witches on the slightest provocation. Which piffles the whole works, and as before stated, its all "BUNK!"



# Chapter Twenty-eight

## THE NEW ERA — TRAGEDY IN VICTORY

There are a score of men who can take credit for the building of Newport Harbor. Some of them are living today. God and Time have erased others from the scene. To the mind of this writer at least four are entitled to singular recognition — George A. Rogers, Harry Welch, A. B. Rousselle, Richard L. Patterson.

Several years before his death in 1954, Harry Welch had started writing the History of Newport Beach. His widow, Lillian, turned over his volumes to the writer, who, also had been gathering the history of bygone days, and who, in his nearly 36 years residence, became acquainted and was favored with the friendship of many of the old timers who had carved out the past of this delightful setting of today.

The story of the "Three Musketeers," the trio who went to Washington in 1933 to secure funds that really started the harbor on its way, is a tale that had all the elements of any famed novel of fiction — adventure, romance, tragedy. So, then, let Harry Welch relive the memory:

"It is now the year 1933 and we have arrived at that period in the Nation's history when folks all over the country were weary, waiting and worrying. It was a time of deep discouragement — the dark, dreary and dismal days of the 'Depression.' Times were deadly dull. Investment capital was not just scarce, it was practically non-existent. And in the Newport Harbor district, business was at a decidedly low ebb.

"But now a new figure has appeared on the local scene — George A. Rogers. He had come to Newport Beach for the summer to loaf and to do some sword fishing. Then tragedy struck. There had been many accidents and cruel, vicious drownings in the Entrance — rip tides that swirled and eddied, 15 and 20 feet high, that caught small craft and hurled them and their human contents, twisted and broken, into the sandy shoals. In one of these was the beloved son of George A. Rogers

and his tragic end caused the father to dedicate his later years to the repair of that terrible ocean pathway, so that others might proceed in safety.

"Up to this time the amount of money expended on the harbor totalled \$2,300,000, but the harbor was like a house without a door. So George Rogers contacted J. P. Greeley, one of the early developers of Balboa, who poured into Roger's ear the complete story of the area. His was a truly exciting tale. He called in Lew H. Wallace, A. B. Rousselle, R. L. Patterson and others. The pertinent thing Rogers wanted to know: 'How much will it cost?'

"Patterson, who for years had been city engineer, had patiently gathered the statistics and filed them for future reference. His opportunity had arrived. His estimates revealed that about two million dollars would do a complete improvement job. This sum would provide a safe Entrance channel protected by heavy rock revetments reaching about 1700 feet into the ocean on the east side and 2900 feet on the west, putting the outer ends of the jetties into some 50 feet of deep water. It would require the removal of some eight to ten million yards of material to be evacuated on adjacent ocean beaches, thus adding protection during high tides. (It was not uncommon, during high, high tides to see the sea washing through Balboa streets and empty into the Bay.)

"Shortly after President Roosevelt was inaugurated, his administration began to broach talk of a Public Works program to create jobs for the vast number of unemployed. George Rogers, retired wealthy Los Angeles rock and gravel contractor, with a summer home in Newport Beach, knew many political friends in the nation's capital. So, after long conferences with city officials, it was decided that Mr. Rousselle and Mr. Patterson should join Mr. Rogers on his eventful journey east. They all realized the almost hopeless task ahead.

"Their first step, of course, was to get in touch with the Rivers and Harbors Board Corps of U.S. Army Engineers, under whose guidance all Federal port work is directed. Mr. Patterson's familiarity with their procedures enabled the Newporters to present competent and proper plans. These were approved at once. However, the first

hitch came when the Army Board was asked to contribute funds on the generally-agreed 50-50 basis. This was emphatically rejected.

"What to do? A bold move was then tried. A request was quickly made for reopening the case; this was granted. At the second hearing the delegation pointed out that it would be economically sound for the Army Engineers to help in the development of harbors for light draft vessels, because:

"(1) These harbors can be used to relieve the great pressure and congestion existing in such commerical ports as Los Angeles and Long Beach, as hundreds of light-draft boats were moored in waters 30 feet deep, when they only needed 10 to 15 feet;

"(2) The Navy required more space at Los Angeles, and that by berthing more of the smaller craft at nearby Newport, the Navy needs would be substantially benefitted;

"(3) The Harbor would be of National benefit in case of a war as it could be used by light naval craft and for building Naval Vessels during such an emergency;

"(4) The improvement of the small boat harbor at Newport would create a harbor of refuge for small craft during storms and would stimulate yachting in Southern California;

"(5) The Federal government had previously assisted in developing small boat harbors on the east coast and contributed liberally to improve the Intercoastal Waterways on the Atlantic Seaboard which was used primarily for pleasure boats."

At this point Mr. Patterson takes up the narrative:

"After we had presented our findings, General Littel Brown, Chief of Engineers, slowly rose to his feet, walked to the window overlooking the vast concourse of federal buildings, and, snapping his suspenders, drawled:

" 'Well, now, let's see, the District Engineer recommended against Federal participation in the project as the benefits were only local but I don't concur with his report.

" 'After I retire to my home in Tennessee, suppose I am sailing a yacht (of course I will never own one) down from Alaska and encounter a storm off Newport



Harbor and sought refuge in the harbor, then that would be more than local benefit.

“ ‘Gentlemen, you may tell the Public Works Administration that I will recommend Federal participation if they request a report from my office.’

“ ‘But,’ Col. H. M. Waite, Deputy Public Works Administrator, interjected, ‘where’s this report show any commerce?’

“ ‘Let’s forget about the commerce; it’s not necessary,’ interposed the General; ‘we’ll recommend this report.’

General Brown also declared “that the general benefits in the creation of a sheltered harbor for pleasure craft and in relieving the congestion in Los Angeles harbor by affording a more suitable port for such craft, warrants, in my opinion, the undertaking by the United States of the work on a fifty-fifty basis.”

“Following the Hearing,” continued Mr. Patterson, “Chief of Engineers Brown recommended that the improvement of Newport Harbor be made by the United States in accordance with the plans presented by local interests, and that the Federal Government contribute \$915,000 or fifty percent of the estimated cost of \$1,830,000, subject to Newport or Orange county interests contributing fifty percent, and furnishing free of cost to the United States, all necessary rights of way, plus disposal areas for dredge material.

“This was the first favorable recommendation secured from the Army Engineers by harbor pioneers after forty-five years of fruitless efforts to interest the Federal Government.

“Our second step was to secure the approval of the Public Works Administration, the only body authorized to allocate funds for harbor projects upon the recommendation of the Chief of Engineers. Harold L. Ickes, head of the Department of the Interior, under whose direction the PWA functioned, then came into the picture.

“Mr. Rogers at once went to work and with his influence and powers of persuasion with Senator Hiram Johnson, Congressman Sam Collins and others of the California delegation, appeared before Mr. Ickes and se-

cured the PWA approval; and in so doing, wangled an additional grant of \$230,000 of federal funds, bringing total federal monies up to \$1,145,000."

### "Selling 'Up to' Welch

Mr. Welch here resumes:

"The problem had now boiled down to \$640,000 for the home folks to raise. Please keep in mind the date—November, 1933, when 'apple selling' was now a major enterprise in the streets of the cities by the hungry. It was quite evident that Newport Beach had about reached the end of its bonding resources on harbor work, thus making it mandatory to appeal to the county. The question of whether such a step would be lawful, — voting matching funds with the U.S., — was a serious situation confronting the returning gladiators.

"The old bugaboo of 'quicksand' again reared its ugly head. Harsh critics labelled it 'boon doggling.' It was called another scheme to get a few trips to Washington. Yet the county officials, with only a few months left to reach a decision in order to beat the time limit, realized that action was imperative. Experts found a state law that permitted the creation of harbor districts by counties. Under this statute the county could hold an election within the allotted period. Petitions had to be circulated and presented, which was done in record time.

"The petitions were found in order by the Supervisors and through the vigorous presentation of Supervisor George Jeffrey of the Fifth District, of which Newport Harbor is a part, the board approved, then adjourned. At a new session in the afternoon the board issued the official call for the election.

"It is easy now, after more than twenty years, when all can see the splendid results of the labors wrought, to realize how right this decision was. It was not so crystal clear at that time, and it was still a long way from success. But the die having been cast, it was up to the 'Musketeers' to stage the campaign and win.

### "The Battle of the Bonds

"Plans were soon under way for the campaign. Workers were fortunate in having the strong backing

of the City Council. As one councilman said when discussing the matter:

“ ‘Throw everything into the pot; let the tail go with the hide. Use all the funds we have, for we are at the end of our rope.’ ”

“It was Councilman Lloyd Claire who was speaking and he had reference to the city’s advertising fund, which, in those days, received ten percent of the voter’s dollar. More than \$11,000 was spent by the city.

“Claire was one of the workers called on by Rogers. Others were J. P. Greeley, Lew Wallace, W. L. Jordan, president of the Chamber of Commerce, Irwin George Gordon, city councilman, Sam Meyer, publisher, Jim Gant, city treasurer, Frank Rinehart, city clerk, and a host of others.

“Rousselle was given the job of directing headquarters and raising funds, which he did ably and amply. Rogers planned the general strategy. He knew it was useless to tell a hungry and worried man what a project in the vague future would do for his stomach now. So the ‘forces of food’ were marshalled long before the ‘Marshall Plan’ was dreamed of in Washington. The Newport Harbor Yacht Club, long famous for its meals, was selected for the meetings. The slogan, ‘Invite Uncle Sam Into Your Harbor’ was spread all over the county.”

“Election Day, shortly before Christmas, 1933, was one of tense interest. By nine o’clock that evening, from vote estimates phoned in by officials, assurance was given that the ballots would be favorable. Thus with the help of the PWA, funds available to the Army Board, and the County bonds, the total was raised — or so it seemed.

“We were advised in December, 1933, that the Public Works Administration had allocated \$918,000 for the project and it was assumed that the work would proceed at once. The District Engineer started surveys and preparation of plans and specifications. Things were going along beautifully when suddenly, out of a clear sky, came a hint from Washington that something had slipped on the funds set aside by the PWA. Investigations in Washington revealed that only the funds for the Federal share of the cost had been allocated and that



the balance of the funds would not be allocated by the Public Works Administration until the County of Orange turned over to the Administration the \$640,000 harbor bonds. Further inquiry disclosed that the cherished \$230,000 grant had been transferred elsewhere!

### "Go Ahead — Then Turmoil

"In order to be prepared and assuming that everything was hunky-dory, the Army Engineers had gone ahead with their plans. Here was a pretty kettle of fish! Orange County had voted \$640,000 on a fluke! Hurried huddles! The county board had been under the impression that the engineering costs would be paid by Washington, despite the fact that Mr. Patterson had protested this was not the usual procedure. When telegrams from Washington confirmed this it was found that the County's share would amount to \$45,000 more, or \$685,000. Mr. Patterson appeared before the board and persuaded them to pass a resolution approving the increase.

"George Rogers, well along in years, but worn from the stress and difficulties of the campaign, was now a sick man. But with that determination that had built his fortune, he turned down all appeals, and headed back into the chill February of Washington. Despite the doctor's orders to return to sunny California, Rogers made the weary rounds of political officials; days extended into weary weeks, weeks into grim months.

"Late March came a cheering note, a small rumor, that funds once granted to one project, could not be re-called. Therefore, the sum derived from the general PWA account was ready to be returned to its original choice — Newport Harbor. Had Rogers not been on the spot, nothing, perhaps, would have brought the funds back. On April 19, the following telegram came from the National Capital:

" 'To: A. B. Rousselle, President, Newport Harbor Chamber of Commerce: Everything now approved and transfer of Public Works and Army Funds finished. Great credit is due Senator Hiram Johnson and Congressman Sam Collins. My job done here. Leaving today. Arrive Sunday night. Please advise Supervisors. (Signed) George A. Rogers.'

## "Funds Must be 'In the Bag.'

"Yes, everything was now complete so far as the guarantee of funds was concerned. Sure, the news was good news, but folks had been up and down in spirits, and disheartened so many times, they still were doubtful of all messages. They knew before work could actually start, every dollar of the appropriations must be definitely 'in the bag.' County bonds must be sold and the money turned over to the Army Engineers; PWA funds must be deposited with the proper branch of the government, and in turn the Chief of Engineers must certainly have in hand the \$1,830,000 from the War Department for financing the Newport Harbor project.

"Technicalities and delays seemed endless. So it was nearly a year after the county voted its \$640,000, that home folks really began to anticipate the job might begin. When in December, 1934, a few barge loads of rock were dumped on the rim of the West Jetty, hopes turned into reality. But that hope was short-lived. Within a few days leaders were advised that some changes in the method of handling rock had to halt the program — and the fat was again in the fire.

"It wasn't until January 9, 1935, that reports came in that a large craft was headed toward the harbor. In a chilly, driving rain, a few enthusiasts at the Balboa Pavilion, boarded a popular sight-seeing boat, 'Magic Isle' and headed down the bay toward the open sea to greet the huge dredger, 'San Francisco.' At last this was the real McCoy and few there were that day who did not thrill to the thought that here at last a dream of thirty years had come to fruition.

"The captain of the dredger, a smart old-timer who had moved mountains of mud and sand, hoisted the American flag on his big, floating machine shop. The whistle bellowed and a bottle of California champagne, which had been hastily garnered by harborites, was broken on the rail of the vessel. In this manner the first government dredge had entered the bay. A short time later the second dredge came in and both were soon on the job. It took 15 months to complete the removal of some 8 to 10 million cubic yards of material.

"The area now had a five-mile sweep of safe water.

Channels were wide and deep; clean, sandy beaches lined the waterway, and miles of wide, sweeping shores had been added to the ocean front. Private boat yards were enlarged, marinas with ample boat slips came to life and new moorings located. In all, space for three to four thousand boats was provided. And, naturally, a celebration was in the offing.

#### "Congratulations from Roosevelt

"On May 26, 1936, President Franklin D. Roosevelt pressed a button on his desk in the White House which connected with the Navy Department, and flashed a signal to a Coast Guard cutter stationed at the Newport Harbor Entrance. With the firing of the starting gun, Coast Guard ships gave a salute to Governor Frank Merriam of California and a parade of hundreds of boats streamed into the harbor from all parts of the coast. The governor was the guest of 'Captain of the Port,' George A. Rogers on the latter's yacht leading the procession. This was the hour when George Rogers saw his dream of five years come true.

"With the pressing of the button in Washington, President Roosevelt had sent a message to Rogers, saying:

" 'This improvement of Newport Harbor will prove doubly valuable to the Nation because it has added another serviceable harbor, though a modest one, to the Coast of California.'

"Later events have proved the truth of this statement. During World War II, a large volume of Naval activity came here. The boat yards that had been turning out pleasure and fishing craft now swiftly turned to mine-sweepers, sub-chasers, corvettes, etc. The Mexican Navy, then comprising four gun boats, was entirely rebuilt and re-fitted here. In all, over two hundred and fifty smaller war vessels were launched from local ways, some going into Uncle Sam's service, others in the British and Canadian navies."

Mr. Patterson in recapitulating the events that produced one of the finest yachting harbors on the coast, said:

"The engineer's estimate was \$1,830,000. When the



government finished its job, the actual cost was \$1,593,-793.66. Half of the difference, less a like portion of the PWA fund, was returned to Orange County, which had put up a total of \$685,000. About \$115,000 was returned to the county, thus putting the county's share at \$570,-000.

"In addition the county had sold its bonds at par, while the government, to whom the bonds were transferred, disposed of them at a premium, realizing a neat sum from the sale.

"Mr. Rogers' co-workers erected a monument, consisting of a tablet, in memory of his work for Newport Harbor, on a 15-ton granite rock, similar to those placed in the jetties. This was located at the shore end of the West jetty. At Mrs. Rogers' request a public unveiling of the memorial was not held, only the 'Musketeers' and immediate members of the Rogers family being present."

This chapter would not be complete without writing finis to the life of George Rogers. On his return from Washington in the winter of 1934, he developed pneumonia. Although he recovered, the illness left him in a weakened condition. While he was able to lead the parade in May, 1936, just two months later, on July 26, 1936, George A. Rogers breathed goodbye to a task he undertook, so that others would not meet the same fate of his beloved son.

## MUCH CREDIT TO COUNTY

Herewith a chapter on the Washington trip that ushered in the New Era, the part Orange County citizens played, the negative attitude of a former Chamber of Commerce official and how Harry Welch again became secretary, as related by R. L. Patterson. The latter was also the individual who should be given the accolade of "well done, thy true and faithful servant!" Says "Pat":

"After the three of us, Rogers, Rousselle and myself, returned from Washington in 1933, we knew that a bond campaign for the entire county had to be organized, and we also knew that the local Chamber of Commerce had to be kept out of the campaign.

"So it was decided to set up a county bond campaign committee. With this in mind we solicited the help of George Raymer and Jim Metzger, both former secretaries of the Santa Ana Chamber of Commerce. They enthusiastically agreed. It was de-

cided that Harry Welch, who had been superseded by George McLeod some time before as secretary of the local Chamber of Commerce, should run the bond campaign.

"This decision did not set very well with McLeod and he protested to members of the city council, who, however, refused to take any action that might hurt the bond campaign. As one outcome of the campaign it was felt that some effort should be made to again return Welch to his old Chamber of Commerce job, and as Mr. Rousselle was not only a director of the Chamber but also a warm, personal friend of Harry, it should be his job to convince his fellow directors that Welch was entitled to his old post. This, of course, was later accomplished.

"Before going to Washington, Lew Wallace and I flew to San Francisco for a confab with Senator Hiram Johnson, who was the man who had caused Harold Ickes to be appointed by President Roosevelt as Secretary of the Interior. The senator gave us a letter to Mr. Ickes in addition to other folks in the nation's Capital.

"In order to secure the required funds it was necessary to turn over both jetties to Uncle Sam as the government needed a legally controlled Entrance in order to donate funds for the dredging. So, on September 20, 1934, the city voted to deed the two jetties to the United States."

## ONE PROPHECY THAT CAME TRUE

In a letter to the editor of the Newport News in January, 1934, Mr. Patterson cautioned the people of Newport Beach not to take ALL the credit to themselves for the culmination of their harbor dreams, but to include all of Orange County in their rejoicing. Mr. Patterson at the same time predicted that the Harbor would become the leading pleasure port of the Pacific Coast. His prophecy more than 20 years later has become true in almost every sense of the word.

Here is Mr. Patterson's epistle to the News:

January 10th, 1934

Editor, Newport News:

The allocation of funds by the Public Works Administration for undertaking the development of Newport Harbor has been the occasion for considerable rejoicing by the people of the Harbor area and Orange County. It marks the successful conclusion of the efforts of the citizens of Newport Beach to secure Federal recognition of Newport Harbor. I believe that with the completion of this project this Harbor will become the leading pleasure Harbor of the Pacific Coast and that the city of Newport Beach will see a growth which few of us realize.

As one who is familiar with the steps taken during the past

six months to secure Federal assistance for the Harbor, and who has received a certain amount of credit, along with Mr. Rogers and Mr. Rousselle, I feel that we should realize that it was mainly people outside of the city of Newport Beach who made it possible for our success.

The efforts of Senator Hiram Johnson, Senator Wm. G. McAdoo and Congressman Sam Collins, as well as Mr. H. H. Cotton, chairman of the State Advisory Board for the Public Works Administration, were instrumental in obtaining the approval of the Harbor project.

The cooperation received from the Board of Supervisors of Orange County was 100%, and Supervisor George Jeffrey of this fifth district deserves special commendation for the interest and efforts that he put forth in behalf of the Harbor. The whole-hearted support given by the press of Orange County, Long Beach and Los Angeles was an important factor in the success of the bond election.

So let's not pat ourselves on the back too much, lest we forget that had it not been for the outside influence and help, Newport Beach would not have as rosy an outlook as now prevails!

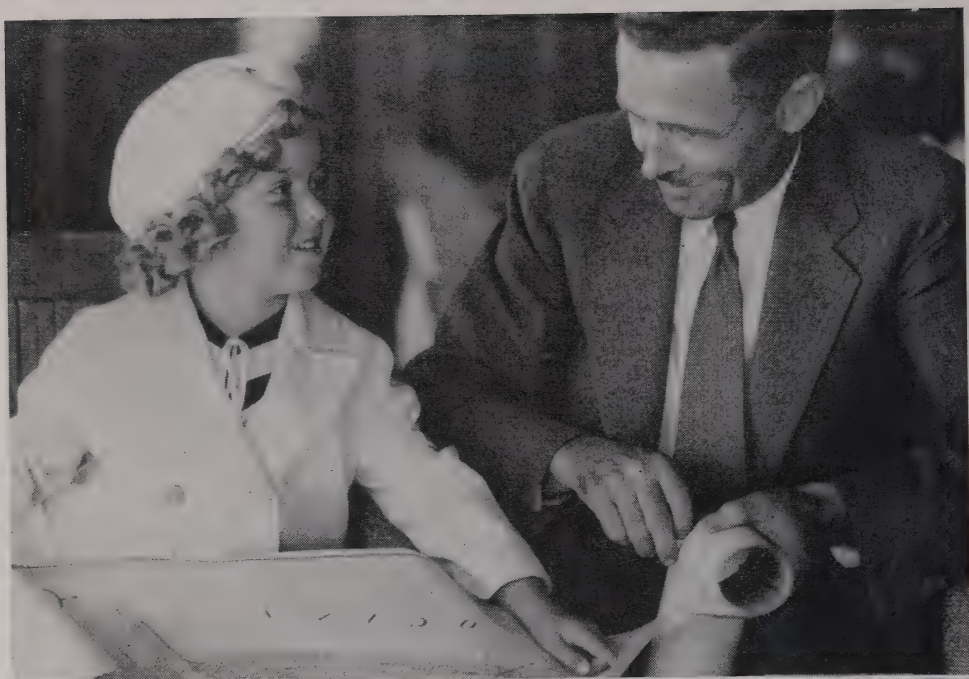
In closing, I might say that Newport Beach has a wonderful future, provided that the people of this community realize that in order to take full advantage of the opportunity, they must forget their selfish interests and cooperate for the good of the community, the county and the state.

(signed) R. L. Patterson, City Engineer





Two of the "Three Musketeers" — (left) — A. B. Rousselle, and (right) George Rogers, who with R. L. Patterson, went to Washington in early 30's to secure funds that ushered in new era for Newport Harbor. Man in the middle is James Webster noted yachtsman and Harbor worker, who died in 1957.



(Upper left) — Shirley Temple, "sweetheart of the films" and R. L. Patterson, former city engineer, whose data on harbor convinced Washington of need for development; (lower) — "Pirates" and "Father Neptune" observing dedication of Harbor opening in 1936.





Dedicating Harbor Opening in 1936: (upper) — Harbor view in 1929, showing Balboa and pier, with Balboa Island across the bay; (lower) — U.S. Cruiser that came into bay for celebration; (inset) Evelyn Wheeler, holding winning slogan poster in contest by C. of C., won by Jack Dudley of Anaheim High School.





(Top left) Robert (Bob) Murphy, regarded as "father" of Balboa, won first "Man of Year" title from Chamber of Commerce; (upper right) — Cafe owned by Mr. Murphy; (center right) — Rendezvous Ball room, purchased by Mr. Murphy at court sale for \$50,000; (lower) — famous "Bamboo Room" operated by Mr. Murphy in the heyday of Balboa's gay and amusement-loving period.

# *Chapter Twenty-nine*

## THE CITY'S BANKS

The Newport State bank came into being a few years after the town organized with "Millionaire" W. S. Collins building the structure at 23rd and Ocean Front, Newport. Lew H. Wallace acquired it in 1906 and held control until the national bank holiday of 1929-33. From a state bank it was chartered a National institution and when it was closed in 1932 it had assets of about \$200,000.

The vault in the original building was a flimsy affair, and when the bank was burglarized in January, 1907, one small shot of explosive sufficed to expose the contents of the strong box to the robbers. A stronger vault was constructed after the 1907 robbery, and when yeggs, who robbed the bank a second time, in June, 1912, tried to "blow" the safe they experienced considerable difficulty. The third shot that finally opened the vault damaged the building so badly a new one became necessary and another structure was erected. In 1912, the institution became the First National Bank of Newport Beach, and is now out of existence.

## BANK OF BALBOA

The Bank of Balboa opened September 27, 1922, with George P. Edwards as organizer and President. The first Directors were J. P. Greeley, D. J. Dodge, W. J. Hole, Walter Bonyng, Jr., Leo M. Meeker, Victor Peterson, F. A. Aldrich and Alexis Frye. Later several resigned and these were added: H. C. Sloan, Dr. J. W. Wherry, George A. Waterman, H. C. Hoostra and P. C. Turman. In 1927 it was reorganized with Dr. F. C. Ferry as President, J. P. Greeley, Chairman of the Board and Charles TeWinkle, Donald Dodge, J. A. Gant, J. A. Beek, Paul Ellsworth and M. O. Mellott, Directors. It made its headquarters in the building at the northeast corner of Washington Street and Balboa Boulevard, occupied in 1956 by the Ross Greeley firm. In 1928 it built a fine new home on the southwest corner of Wash-



ington and Balboa Boulevard. It functioned successfully until February, 1932, when a run made it close its doors. Banks were going down in windrows in those days and the First National of Newport Beach closed the same day but about three hours later.

Both these banks were in good condition. Loans had been carefully made and to responsible people. All securities had been approved by the State Banking Department and there had been no charge of dishonesty against any of the officers of either bank.

Two days before the Bank of Balboa closed, at a meeting of the stockholders, W. L. Jordan offered a resolution thanking the "officers and board of directors for seeing the bank so successfully through this trying period".

The panicky condition of the public mind, however, led to runs on both the Bank of Balboa and the First National Bank of Newport, which depleted the cash on hand to such an extent that both banks had to close. It is gratifying to note that even though their securities were sold at the bottom of the market by inept and inexperienced individuals who handled their liquidation, losses to depositors were no greater than the same depositors would have lost during that same period had their money been invested in securities, real estate or any other medium, in which money is invested.

At that time there was in effect a state law that bank stock holders had to pay an assessment of 100% of the cost of the price of their stock. This meant that each officer and director of the bank not only lost his proportion of his deposits but also the money he had invested, plus an additional 100%. Only two of the directors of the Bank of Balboa found it possible to scrape together sufficient funds to meet the arbitrary and iniquitous provision of the law. Friend William Richardson, who was Superintendent of Banks at the time, published a statement in which he declared that the names of TeWinkle and Beek should be placed on a roll of honor as being two directors who had met this assessment in full.

In connection with the liquidation of the Bank of Balboa, credit should be given to the late Dr. F. C. Ferry for a very generous sacrifice he made in the



interest of the depositors in his bank. Shortly before the bank closed, it was discovered that there was one note in the bank the security for which appeared to be of questionable value. Dr. Ferry borrowed money on his home place on Balboa Island which he put into the bank to replace this note in question. He was under no obligation to do this, and made this sacrifice entirely voluntarily and in the interest of protecting the depositors in the bank.

## BANK OF AMERICA

The Bank of America, for years the dominant bank chain in California and today the largest in the country, came to Newport Harbor in 1934, when it purchased the old Balboa bank building for \$27,000. It was a good buy because the structure had originally cost \$50,000.

A building for a second branch was erected at 22nd Street, Newport, in October, 1937, and C. F. Watts installed as manager. When he was promoted and transferred, Roland Wright, came here in 1941, to manage the Newport branch, with his corporation's two banks the only operators in the district. Since then a total of six financial institutions serve the harbor today.

With the slow drift of the city's business toward Lido Isle, a handsome new enlarged branch building was located at its entrance in 1952. The bank only occupied part of the building but expansion was so rapid, that in order to keep pace with the community's growth, it was little more than a year that the bank was compelled to take over the rest of the building, at the same time adding a store room for further possible expansion.

The bank in March, 1956, opened a third branch at Costa Mesa. Mr. Wright, while reluctant to announce the district's resources of the three branches, said they would exceed \$18,000,000.

While he has observed thirty years of service in the Bank of America, Mr. Wright has spent half of that in Newport Beach, where he is credited with the title of being the oldest official in point of service in the harbor area. In 1956 he was made an assistant vice president.

## CORONA DEL MAR BANK

Need for a bank at Corona del Mar, one of the fastest growing areas in the Harbor district, became apparent in 1949. It was also found that business men and home folks had to travel five miles, either to Balboa, via ferry, to Costa Mesa or Newport, to transact their daily requirements. The Newport Harbor Bank was organized by J. T. Van Dyke, an experienced banking official, who had previously been in the banking business in Iowa and Wyoming. He was assisted by Richard Crutcher, one of the Jennie F. Crutcher Foundation descendants.

The institution was formed with these directors: Van Dyke, Crutcher, B. Z. McKinney, Walter B. Mellott, Braden Finch, George Davies and Thomas Frost. When the time came to open for business two more directors were added: H. L. Hetrick and Richard Barcelo.

That such a bank was needed is seen in the fact that as of February, 1956, its resources had grown to \$5,400,000 under the guiding hand of Mr. Van Dyke. "Van" has always taken a deep interest in public affairs of the entire harbor district and that such an interest is appreciated was evidenced by the honor of being elected president of the Newport Harbor Chamber of Commerce for the year 1956. In early 1957 the bank was sold to the California Bank of Los Angeles.

## THE MARINERS BANK

The last bank to be started in Newport Beach was the Mariners Bank in April, 1955, with Edgar R. Hill as president. Now "Ned" has been identified with beach activities since the forties, when he was one of the organizers and officials of the Ackerman Boat Company, which made craft for the Navy during the second World War. While he is the husband of his charming nice half, City Mayoress Dora Hill, he has been in the manufacturing business for years, and knows his way around quite efficiently.

Just recently his bank was granted a permit from the California Superintendent of Banks to establish a branch at San Clemente. In discussing the bank's first year in business, Mr. Hill said: "When we started a year ago we were told that if we had a million and a

half dollars in deposits at the end of the first year we would be going well," Hill recalls: "Now we have more than \$3½ million and we believe it is a fine indication of the growth of the community and healthy condition of our bank.

"San Clemente is also growing rapidly. The new bank will be an expansion of our activities and a needed service there."

### UNITED STATES NATIONAL

The United States National Bank, which acquired the Costa Mesa Bank in 1955, has erected a beautiful structure on the Mesa. While Newport Beach History does not pretend to include the Mesa, it should be stated that the Costa Mesa bank's first president was Charles TeWinkle, who with Ralph Maskey of Newport Beach and others founded the institution. The United States National with headquarters in San Diego, secured control when it quietly bought sufficient shares from stock holders in the area at higher prices than the original purchases.

When Lew Wallace's bank closed its doors in 1929 its resources were listed at less than \$200,000. The combined resources of all the banks in the harbor area in 1956 totalled nearly \$40,000,000. It is necessary for the six institutions to keep daily cash on hand of some quarter of a million dollars, which would be a bonanza if bandits could tap the tills as against the time in 1912 when they made off with \$200 and Lew Wallace's First World War's gift watch, given for valor in service.

### BANK ROBBERIES OF THE PAST

Early in January, 1956, thieves entered the Newport Harbor Bank at Corona del Mar through the roof and tapped the night depository for a few hundred dollars. As thefts go this wasn't "great shakes," but the reason for its mention is that local police advanced the opinion that that was the first bank robbery in the community's history. So-o-o let us recount a few such affairs of other years:

The first happened in 1907 and occurred in Lew Wallace's institution. One small shot of explosive did the trick and local inhabitants were unaware of such a



nasty shot until the staff came to work. One thing stolen, highly prized by Mr. Wallace, was a gold watch which had been given him by a fellow townsman of Dayton, North Dakota, on his return from service in the Philippines. The watch was later recovered.

Sherman's History details the second robbery thus:

"Following the first robbery the bank put in a much heavier and more substantial vault. The second gang of yeggs started to blow the new safe at two in the morning on January 13, 1912. Owing to their inexperience, or to unusual strength in the vault door, the first blast accomplished no other result than to annoy the robbers and wake up everyone in Newport. The city licensed saloons in those days and barkeepers have always been noted as men of action. Amongst those awakened by the first explosion were two bartenders, and seizing a pair of trousers in one hand and a shotgun in the other, each dashed for the scene of action.

"The two-man home guard, consisting of Billy Hall and Charley Grau, took up strategic positions on the east side of 22nd Street, and there paused to look the situation over. While they were enroute to the scene of hostilities the robbers fired a second shot of explosive which, like the first, failed to open the vault door. In desperation they touched off a third charge that not only blew the door open but almost completely wrecked the vault with its contents, and seriously damaged the building as well.

"It appears there were two yeggs inside the building and one of these used a flashlight in an effort to locate some money amidst the debris. Hall saw the light through a transom window and fired a charge of bird shot through the door beneath. This started action immediately, for a lookout stationed at the rear of the building, opened fire at once with a revolver. One of the men inside ran to the front door and joined the battle.

"While the engagement was at its height a local fisherman, Bradley Kemble, attempted a fifty-yard dash through no-man's land. Not recognizing the runner in the dark, Hall called for him to halt. When the fugitive failed to comply, Hall fired a charge of No. 5 shot into his side, effectually stopping him. Fortunately for Kem-

ble he was wearing a leather coat, and instead of being killed was merely badly wounded. Although Hall gave Kemble a job when he became convalescent, the latter sued him for \$10,000 damages. The suit was settled, in June, 1914, for \$350.

"The three bank robbers had stolen a horse and buggy belonging to Ghreist, the electric light man, and had it tied nearby. They carried the horse's nose-bag with them to pack the loot in, but in their haste they could find only some \$3,100.

"After much promiscuous shooting, which left both Hall and Grau unscathed, the three yeggs made their escape. One of them was wounded, however, and took refuge for a day in a hunter's shack on the beach near the Santa Ana River, as was learned later. The other two drove back into the county in Ghreist's buggy, and were never heard of again."

# Chapter Thirty

## HARRY WELCH'S RECOLLECTIONS

Once the idea of establishing some sort of port, or harbor, had been planted in the minds of the folks at Newport, the vision would not die. Studies of the ocean beach were made, for if a seaport could not be built in the river mouth or the bay, one might be started by building a pier on the ocean front.

Observing individuals had noticed that in one place in the ocean, close to the beach, an area of calmer water appeared. A lumber schooner could approach this flat spot and anchor, the load of lumber would be thrown overboard and the incoming tide carried the lumber toward the shore. Waist deep in the surf, men with heavy ropes took over, teams of horses were hooked on and the lumber hauled well above the high tide line.

These studies of the ocean floor revealed a submarine canyon which indicated a place for a pier. It was hoped that an adequate ocean pier, connected by rail with inland cities and main-line railroads, might help to establish a port. A pier was built with the ocean end resting on the edge of the underwater canyon.

But the hazards of the sea are many, and the ways of the waves are strange. Storms came and the pier was wrecked before it was completed. A second pier was built and this one lasted a little longer, but it, too, soon shared the same fate. A third pier, built with the expensive experience gained from previous efforts, withstood the storms, was put into operation and remained in use for many years.

"Newport," as it was now known, to distinguish it from Newport Landing in the old river mouth, began to develop into a busy shipping point. The Los Angeles "Evening Express" mentions Newport as it looked to its reporter sixty years ago. The issue of August 10, 1889, says:

"There are nearly 100 tents stretched on the beach at Newport. This indicates the growth in population of



the place whose future is destined to rival Santa Monica as it is by far the better bathing place. Fishing from the wharf is excellent, and every week a steamer lands, which is one interesting event to the campers."

Business continued to grow at Newport Pier as building increased all over Southern California, going through one of its many booms. Regular shipping lines were established from San Francisco and other ports to Newport. As business expanded, as many as seven or eight lumber schooners would be unloading at one time, or waiting at anchor ready to fill a berth.

Four standard-gauge railroad tracks were on the Newport Pier connecting it with the Southern Pacific and Santa Fe Railroads at Santa Ana twelve miles away.

Wallace Irwin, in his book "The Nautical Lays of a Landsman" says:

"A watchin' how the sea behaves  
for hours and hours I sit.  
For I know the Sea is full of Waves;  
I've often noticed it."

No matter how much you may watch the waves, they are always full of surprises, for instance, how Newport pier was built on the edge of a canyon. In connection with its effect on wave action, Sherman's History tells of an unusual incident:

"On Washington's birthday in 1892 a tremendous southeasterly storm wrecked the pier at Newport, washing out 600 feet of it. Three Santa Fe flat cars, on the pier at the time, went with the pier as well as a small warehouse which contained miscellaneous freight. The warehouse remained intact and was soon washed ashore far enough up on the beach to permit the salvage of all its contents, but just as the last articles were removed, a large wave came along, carried the now empty warehouse far out to sea, where in a short time, it went to pieces."

Sherman continues; "In a short time, one of these flat cars washed ashore four miles west of the pier. Soon after another flat car went ashore close by the pier, but the third flat car, evidently fallen into the submarine canyon, waited for nearly twenty-five years

to show up. Then in April, 1915, this flat car, in good condition, came to the surface and floated on the beach about one mile west of the pier. This so aroused the interest of the Santa Fe Railroad officials they salvaged this car and sent it East for exhibit purposes."

Loss of business over the Newport pier was a serious setback for the little but growing community. But setbacks were not new. Those with vision, backed by those with courage, once again decided to study the Santa Ana river estuary with its miles of mudflats, sandbars and shallow winding channels. There were only a few believers in a future harbor, but what they lacked in numbers, they made up in courage and determination. They may have recalled the song:

"Give me ten men, ten stout-hearted men and I'll soon have ten thousand more."

Harborites were often laughed at and doubts of ever building a harbor were freely and skeptically expressed on all sides. Even some engineers, who usually are slow to say of any project, "It can't be done" were on record with a discouraging statement, which made many doubt the soundness of any harbor plan.

It was a full ten years after incorporation before Newporters made an attempt to build any kind of harbor works, even in a modest way. A little dredging was done here and there in the Bay. During the summer of 1917 they decided to do some work in the entrance. After much argument, debate and discussion, a single jetty of rock was voted and built at a cost of \$125,000, on the west side of the Entrance channel. At that time it was hoped that one jetty would be sufficient.

Many attempts had been made to interest the Federal Government but in spite of many appeals no funds had been received. The Board of Army Engineers had, however, by authority of Congress, surveyed the Bay and established harbor lines; this was in 1912, and the work was done under the direction of Major (later General) C. H. McKinstry. It was during this time that aviation was in its infancy.

Local workers appealed to T. B. Talbert of Huntington Beach who at that time was Chairman of the Board of Supervisors of Orange County. Tom, as he

was known to everyone in the County, together with N. T. Edwards, another member of the Board and George Jeffrey, the Supervisor from the Harbor area, were all ardent believers in the possibilities of an adequate seaport.

A County Harbor Commission was appointed by the Supervisors who named Linn L. Shaw, Chairman, Jess A. Armitage, J. W. Duckworth, K. E. Watson and Wallace, who acted as Secretary. Major Charles T. Leeds was chosen as Engineer. The Commission recommended a County bond issue of \$500,000. The report was accepted by the Supervisors, an election was called, and Orange County bonded itself for a half million harbor work.

The Commission decided that the first job to be done was to make a short cut through the sand dunes to allow the waters of the Santa Ana River to reach the ocean direct. In those days the river, after leaving the narrow limits of Santa Ana Canyon, traveled to the Pacific Ocean in a fairly straight channel, about 30 miles long. This channel was straight enough, except that when ready to empty into the sea, the course turned sharply at right angles, and for five miles ran through the estuary parallel to the bluffs lining the shore. The Commission cut a new channel direct to the sea.

The County program, of course, included a main artery for three miles the length of the Bay, filling low lands subject to overflow at high tide. Some rock was added to the single west jetty built by the city in 1916, and which by now was in need of repair. But only a little work was done on the Entrance channel before the County funds were exhausted.

## TALE OF THE SEA SERPENT

Every beach has a Sea Serpent Story. The same old Indian who told about the Upper Bay in early days, was the discoverer of Newport's Sea Monster. However, this strange beast was not actually a serpent, although it looked much like one. It was a specimen of the rare "Oar-fish," a long slim creature, a denizen of very deep water. This strange snakelike character was washed ashore about one mile west of the Newport pier.



Fish experts who saw it said it may have come up from the submarine canyon. At any rate, it was photographed and measured by Peabody on February 25, 1901, and found to be 23 feet in length. It had a head which resembled a cross between that of a rooster and a parrot.

Representatives from Stanford University came down to examine the visitor, with a view to preserving it, but by the time they arrived, the suspicious native who discovered the creature decided all doubt ceased about its coming to life again, gave it positive treatment with a chopping axe.

### THE PEAT LANDS

During continuing years of alternate growth and flood, decay and growth, and flood and decay again, the famous "peat lands" were formed, building up year after year a rich store of silt and humus.

Then, in later times, these swamp and marsh areas became known as the "Gospel Swamps" — and were drained and cut up into fields that became famous for heavy yields of celery and other fine crops. To work in these fields the horses had to wear special shoes which were wooden plates about eighteen inches square. These shoes or plates prevented the horses from sinking in the soft peat lands.

The title "Gospel Swamps" came into use when a wandering preacher decided to make his home in the area. He spent much time endeavoring to save the souls of the many Chinese who labored in the celery fields and the other scattered farm workers and settlers who lived in the vicinity.

Some people have wondered why so much silt and soil was carried by the river during times of flood. This is the answer. When settlers began to make homes, and develop farms within the Santa Ana River watershed they quickly upset the balance of Nature. Lands in their native state were cleared of trees, shrubs and turf, and then put under the plow. Brush and forest fires were more frequent with the coming of settlers and these fires quickly deprived the watershed of the natural and age-long brush and sod covering. This made

the lands particularly subject to erosion and some of the heaviest floods ever recorded occurred after these lands were cleared. Outside the confines of the Canyon, the Santa Ana river changed channels often, but eventually the present channel through the flat lands, came into being and it has remained in its present location for many years.

Mud, sand and other materials which the river carried, particularly during heavy floods, gradually created the peninsula and delta lands at the mouth of the river, on which the City of Newport Beach and its many islands is now built. The river estuary slowly extended parallel to the rugged shoreline until it was about five miles long.

### TIDE AND OVERFLOW LAND

When the Federal Commission came to California to examine titles to, and establish the boundaries of the many large land grants that had been made before 1846, the value of all California land, on an acre basis, was low. Except for areas that were in or near established towns or settlements, land in general was used only for grazing. Cattle were wealth, and hides were coin of the realm. When boundary lines were run, low, marshy areas were left outside grant lines. These low lands later became open for homesteading, or for purchase from the State as swamp and overflow lands.

The price for swamp and overflow lands was usually One Dollar an acre. It sometimes went as high as a dollar and twenty-five cents an acre. It is said that in some cases the price was lowered and some land was sold for the small price of twenty-five cents an acre.

When California came into the Union of States in 1846, all "Tidelands" were ceded to the State. Tidelands are different from swamp and overflow lands, very much so in the matter of sale, lease and ownership. In contrast to swamp and overflow lands, "Tidelands" cannot be sold, but may be leased, or may be granted to a County, or a City, for specific purposes, mostly relating to the advancement of commerce and navigation. The City Fathers of Newport Beach early asked the State of California to grant to their City, the Tidelands in the Pa-

cific Ocean to a distance of three miles out. They also asked for the "Tidelands" in that part of Newport Bay which was then within the City limits. They got these lands.

In due time, Orange County also applied for and received, from the State of California, a grant of "Tidelands" in Newport Bay, both the Upper and Lower areas of the Bay, which were outside the City of Newport Beach.

The present day City of Newport Beach is built or established upon three classes of land. Some was classed as Homestead land, some was once "Swamp and Overflow" land, and part of the City is on land included in the great Irvine Ranch which, in turn, is made up of two land grants — The San Joaquin and the Las Lomas de Santiago.

## THE NIGHT OF THE QUAKE

We were sitting at the dinner table in our home on Lido Isle on the evening of March 10, 1933, when the dishes began to move and slide and fall to the floor.

"Its an earthquake!" ejaculated the wife.

We rushed outdoors. The two-story house was swaying in the twilight. Off toward Newport proper you could hear the tinkling of falling glass, as though windows were breaking. Off to the north came a low, rumbling noise.

Our main idea was to get out of there. Thoughtful Daughter Lucile turned off the gas under the hot water heater. We piled into the auto and high-tailed it for Costa Mesa, where we felt things would be better. But the situation was worse; on the main street, containing 90 per cent of the businesses, buildings were crumbling.

We decided to go down Fairview (now Harbor) boulevard, to the home of our foreman and partner, Bolivar Margworth and his wife, Nora, who said they could bed us down on the floor for the night. After a few hours we felt it would be just as safe at the beach. We had difficulty getting back because of police restrictions against all persons entering town.

At police and fire headquarters we found Chiefs Hodgkinson and Crocker, respectively, busy marshalling



their forces to prevent hoodlumism and fire. Councilman Lloyd Caire and Barber Shop Owner Earl Hall took off for a spin down Central (now Balboa) avenue to warn all resident owners to shut off gas and electricity. It was truly a night of fear and terror. Many felt a tidal wave would inundate the beach. It didn't.

Next day the tremors continued. We had some dear friends in Long Beach which had been terribly devastated, and the telephone service was of no avail. How to get there? In those years the city raised beans and other grains on its water-bearing lands.

Russell Stroup, youthful minister of the Methodist Church, was a member of the quickly set up relief committee. He had entry into Long Beach as a relief official, if he carried supplies. So loading several sacks of beans into the car we used Mr. Stroup's card and slowly worked our way past the guards, delivered the beans and picked up our friends, Mr. and Mrs. E. W. Monroe, and came back to our stricken area.

As you Lido dwellers know all roofs are of tile. Everytime the earth shook the tile began creaking and groaning, as though ready to leap into space and come tumbling down.

We had put our guests to bed in one of the upstairs rooms when an especially heavy detonation gave the tiles a severe shaking. In no time at all two figures were headed for the stairs, all their clothes in their arms, and burst into the street. It took quite a bit of persuasion to bring them back.

Very little damage was done at the beach, due to the fact that the sand seemed to act as a buffer and left most of the buildings intact. But the nearly new grammar school had to be almost entirely rebuilt.

In 1934 many houses in West Newport along the ocean shore were undermined by a scouring action of sand and waves. Day after day the out-going tide would take a little more sand from underneath the foundations, until, in some instances, the houses appeared on stilts, five and six feet above the water line.

The best explanation as to the cause, which has had no recurrence since then, is that the quake had created a huge fissure from the Newport pier west just

beyond the breakers, and that as the tide ebbed it carried sand out to fill the fissure. This implied that the sand was washed from the shore and that when the cavity was filled the scouring action ceased. That was 27 years ago and the rebuilt homes are standing today.

## DRAMA AND COMEDY AS CITY DADS MEET

Present-day folks often ask how some of the earlier city council meetings were conducted. These sessions for years were held in a renovated school building about a block east of the Newport pier facing the ocean front. A board walk, six feet wide, ran along the shore all the way to Balboa.

The council chamber occupied the front half of the structure. The trustees sat around a long table, flanked on one side by the city attorney, on the other by the city treasurer, who was Lew Wallace; on the third corner the city engineer and on the fourth ye editor of the local paper. Later a table was furnished the press. The tables were cut off by a railing, all across the room and beyond this were seats for the public, which accommodated about seventy-five.

In the issue of the Newport News of June 22, 1923, the following account of one thrilling session is presented:

Torn from a page of Roman history, with a Marc Anthony in the saddle — such in effect proved the meeting of the Board of Trustees of the City of Newport Beach Monday night.

Dramatic, impassioned, beautiful, were the utterances of Dr. Conrad Richter, running like a thread of silky innuendo through the proceedings, with a crowded, cheering populace beyond the dingy railing.

His masterpiece of presentation of a gavel to incoming Mayor Joe Schnitker was a gem of satire, while his scintillating wit, voicing recall, bonds and oil, brought down the house and made his opponents feel poor indeed. Some were pale with anger, others rosy red with chagrin.

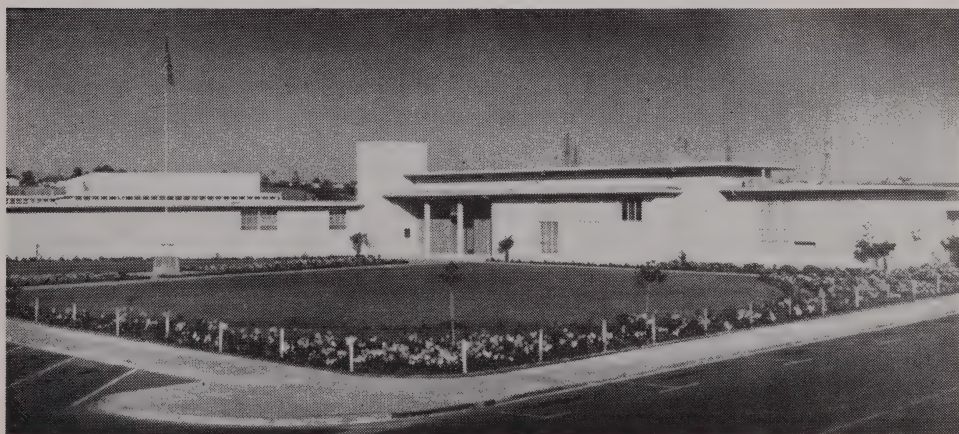
And in the offing was Lew Wallace and Dr. Albert Soiland frank in a discussion of dredging bonds, while Jake Souder, fighting the battle of the fisher folk, made good in simple, yet effective speech, their rights on bay and ocean.

Toward the end of a four-hour session Dr. Richter, with naive impromptu, delivered his gavel to the Mayor. The weapon of order was wrapped in tissue and tied with baby ribbon, and the presentation ran in this wise:



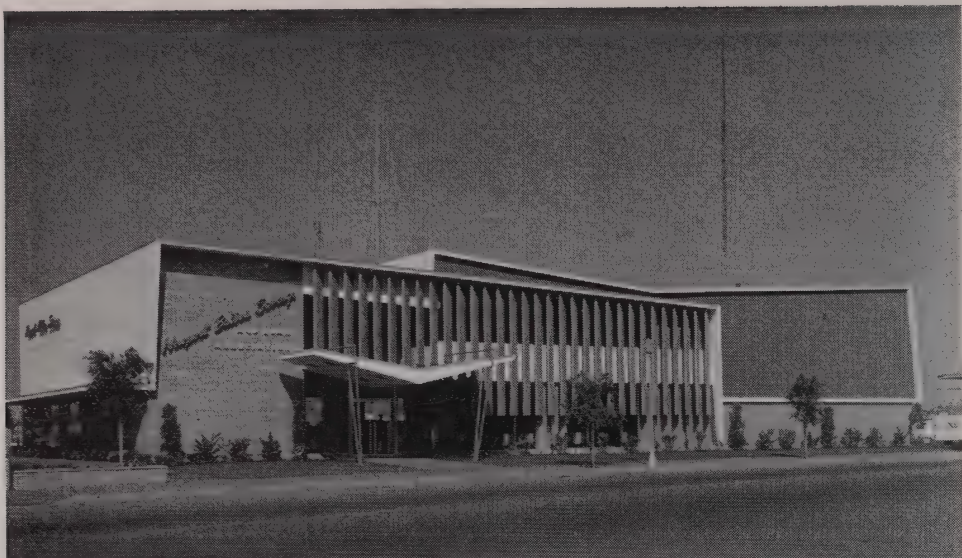


Newport Beach City Council under today's charter form of government: (top row) — Sandy MacKay, Lee Wilder, James B. Stoddard; (those seated) — Charles E. Hart, Mayoress Dora O. Hill, General S. E. Ridderhof, C. A. Higbie.

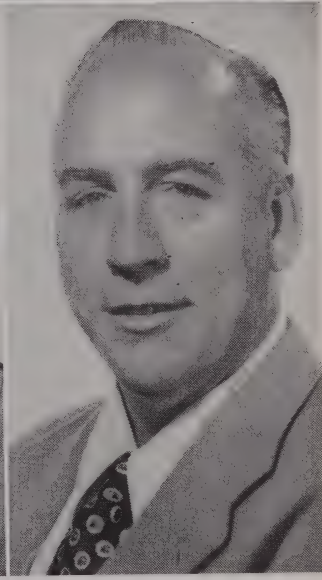
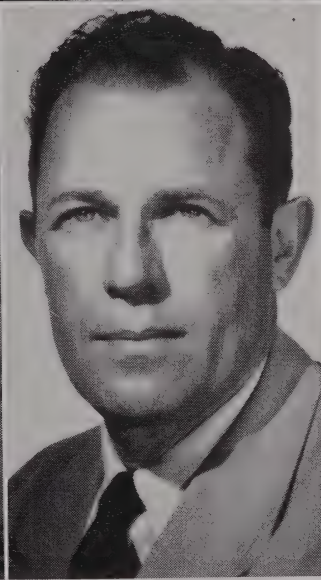
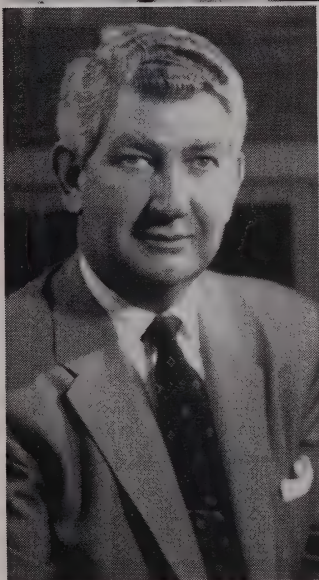


Newport Beach's lovely city hall built in the late 40's from funds reserved from Delinquent Tax Lot sales. Did not cost taxpayers a thin dime or bond issue. Building and equipment totalled \$369,000 and land acquired years before for \$10,000, valued at a quarter million today.





(Upper) — Frontal View of Newport Balboa Savings and Loan Association Building, constructed by Bank Building and Equipment Corporation of St. Louis, Mo.; (lower) — Board of Directors of Savings and Loan Association. (left to right) — Vice President Walter S. Spicer; Director Ralph P. Maskey, Treasurer Samuel A. Meyer, President Paul A. Palmer, Director Joseph A. Beek, Director Charles W. TeWinkle, Executive Vice President Agnes Blomquist.



(Upper) Aerial view of Balboa Bay Club looking east, with Coast Highway to left, Balboa Bay Shores directly east of Bay Club and Corona del Mar in distance; (lower) left to right — Wayne Ferrell, genial and active manager of Balboa Bay Club; (center) Hadd Ring who conceived the idea of converting sand waste into site of club; Thomas W. Henderson, largely instrumental in working out details of city lease to Bay Club and starting Irvine Country Club on its way.





(Top right) — John Scarpa, a Venetian Gondolier, is believed to be the originator of Tournament of Lights, coming to Balboa about 1908; (center) — Tournament of Lights Floats, the first depicting the annual event of "Flight of the Snowbirds," and the second, the "Arrival of Spring." (Lower) — Float portraying notable slogan during Second World War.



"It has made my heart sad to note many things. This chamber has been utilized by the gas company. They have taken our blotters, making it impossible for His Honor to properly sign the ordinances, even though we know that his fine, steel-like script needed no blotting; and now they have stolen his Gavel! Our president is unable to keep order, to still the turbulent crowd. He finds it a difficult job to preserve the dignity of the board and must, preforce, seize a bit of broken blotter, to maintain order.

So I have decided to present him with a gavel. I did not buy this with ill-gotten gains but from the sweat of my brow in writing dozens of little prescriptions, that the maimed and halt might be cured; its handle bears no taint of oil, but some day a silver plate shall be attached on which shall be monogrammed the truth.

"Of course, you know, we have many knockers, but I did not want them to do all the knocking, and so I present this gavel to the president — (here the doctor extracted his handkerchief from his pocket to stem the flow of his emotion) — of the best board, and the one that has done the most, that the City of Newport Beach ever had — don't you think so?" he concluded, appealing to the crowd, and the chorus of cheers and assent proved the happy ending of a thrilling night.

# Chapter Thirty-one

## BALBOA ISLAND FERRY

Regular ferry service to Balboa Island was first established in 1906, operating from Palm Street, Balboa, to Pearl Street on the Island. It was started by the Collins Commercial Company, a property of W. S. Collins, the owner of Balboa Island. At about the same time a ferry was placed in operation between the Balboa Pavilion and Corona Del Mar. The boat used on the island line was known as the Teal, whose operator was the genial "Captain" John Watts, while the trip to Corona del Mar was via the launch Paloma, skippered by one of the community's substantial citizens, Frank Vallely, whose son Ronald has been for many years owner of a successful marine enterprise.

With the collapse of the Collins interests in 1915, ferry service became desultory and undependable. A tri-party compact between Joseph Ferguson, owner of a boat, the Jackson, Norton Company, owners of a boat yard, and Captain John Watts was only partially successful and ended in 1918.

Balboa Island had now become a part of the City of Newport Beach, so the City Trustees were petitioned to do something to remedy the situation. The city in 1918 entered into a contract with the Wilson Bros. Company, successors to the Collins Commercial Company, to operate the ferry on a 30 minute schedule during the summer, and an hourly schedule during the rest of the year.\*

"Doc" P. H. L. Wilson, head of the Wilson Bros. concern was a competent seaman, a hard worker and a man of generous and convivial attributes, but the dull routine of running the ferry was not to his liking so he delegated that duty to others. The service got so bad that the population of Balboa Island (all 26 of it) went by boat to the meeting of the City Trustees on the evening of July 7, 1919, and demanded that someone living

\* A faded bulletin board showing Wilson Bros. fares and schedules may be seen in the office of the ferry line at Agate Avenue and the South Bay Front, Balboa Island.

on the island be made responsible for the operation of the ferry.

The Trustees cancelled the Wilson Bros. contract and awarded it to Joe Beek, who the next morning started operation with an oversized row boat called the Ark, equipped with an outboard engine, and, what was sometimes more important, a pair of oars.

Fares were reduced from 10c to 5c. It was provided that during the summer months service should be continuous whenever there was demand, and on a thirty-minute schedule during the rest of the year. In 1916 the island terminal of the ferry had been moved from Pearl Ave. to Agate Ave.

In 1919 the motor boat Islander was added to the ferry fleet. This boat, formerly known as the "Warpy B," had been wrecked crossing the bar. There were three men aboard. Two got ashore but the owner was drowned and the boat abandoned. The hull was pumped out and towed behind a row boat (on a favorable tide) to the Island Boat House, where it was repaired, repainted and a new engine installed.

While the Islander and the Ark were serving as ferries, work was started on a new boat to be known as the "Fat Fairy." This boat, which was launched in 1920, was 22 feet long and 8 feet wide. It seated 20 passengers and was in service for over twenty years.

A few automobiles were transported by a barge pushed by the Fat Fairy. These cars had come to Balboa Island by way of the road around the head of the bay, there being no coast highway prior to 1924. When it rained the road was a quagmire and autos caught on the island were taken from the Agate Avenue landing to the Balboa Pavilion at a cost of \$5.00 apiece.

The first auto ferry, the Joker, was built on a vacant lot, now occupied in 1957 by Matic's fine modern building. The Joker was built upside down. She was planked with redwood which had been boiled in creosote in a galvanized iron trough. Once the caulking and painting of the bottom was completed, the boat was turned over by jacking up one side and allowing the boat to fall on a ridge of sand which cushioned its fall.



The Joker was 32 feet long, 18 feet wide amidships, and 12 feet at the ends. It was a double ender with a propeller at each end and possessed the novel feature of being steered by both rudders at once. This departure from conventional practices was the subject of much discussion and dire predictions from the numerous volunteer "sidewalk superintendents" who watched the construction of this vessel. The Joker could carry 2 cars and 80 people.

In 1924 a smaller auto ferry was erected. It was 22 feet long, of 12-foot beam, and had only one rudder and propeller. This boat, which was known as the "Square Deal" was supplanted in 1930 by a larger ferry called the "Commodore."

The Commodore was built in the boat yard west of the Island Boat House. Like the Joker it was erected upside down. When the time came to turn it over, the voluntary consultants again predicted disaster. After jacking one side up and getting the boat standing on its side, a pile of sand shaped like an inverted V was raised the full length of the boat 11 feet away from the boat. Upon being pushed over, the bottom of the boat landed on the ridge of sand as though it had been a cushion. The Commodore was 56 feet long, 18 feet wide amidships, and could carry three automobiles and 150 passengers. It was launched in July, 1930.

In 1932 the Joker was lengthened to 56 feet.

Since 1950 three new ferries have been built. The new boats possess the same general characteristics as the Joker and the Commodore except for certain modern features, and are all 64 feet long. They are the Admiral, launched in 1954, the Captain launched in 1955 and the new Commodore launched in 1957. These vessels were built under the direction of Evan Jones who has ably superintended the operation of the ferry line since 1933.

The Fat Fairy, Joker and Commodore all served faithfully but were each retired due to obsolescence. The Ark, having outlived its usefulness as a ferryboat, was given to the children of the Masonic Home which at one time occupied a part of Section 5, Balboa Island, fronting on the Grand Canal. The Islander became the possession of a group of boys which afterwards developed into the Sea Scouts. The Square Deal became the

property of the Sparks and McClellan interests and was converted into a derrick barge.

In addition to the group that serves during the peak of the business—the summer vacation—there has always been a staff of reliable year-round pilots who have formed the backbone of the ferry personnel. In this latter group must be mentioned Jack Nicklas, who later served many years with the South Coast Company; Henry McNally, brother of James McNally (Jim also served in emergencies for a short time); Frank Clark, who helped in the construction of the Joker; Ira Rainbolt, and Ed Fink, who superintended the ferry line for some eight years. Beginning in 1924, a young high school student named Fred White, cousin of the owner of the line, started working on the ferry and became one of its most popular operators, serving off and on for some fourteen years.

Floyd Gage, whose father was active in the construction of the first Balboa Island bridge, and who had operated the excursion boat "Balboa" for many years, also served a long time, retiring from regular duty in 1953.

One of the operators who started as a boy was Norman Miller, who began his service while he was a student. He has served for approximately twenty years, with time out to serve in the Orient as a Frogman in underwater demolition during World War II. For a time he supplemented his work on the ferry with his duties as a councilman of the City of Newport Beach, part of the time as mayor, in which office he served with distinction, helping to conduct the city's business with promptness and dispatch.

Another old timer who has been popular with the people of Balboa Island is Ray Kennell, who joined the ferry force in 1941; and an operator who was generally loved for his unfailing courtesy and kindness was Larry Snyder, who served from 1944 until shortly before his death in 1952. His characteristics have passed on to his son, Bob, who has been a member of the ferry force since 1948. Also on the staff at the present time are Richard Bettencourt and Dave Stone.

Working on the ferry has been a favorite vacation

job for high school and college students, and some instructors in these institutions who have been able to pass the examinations necessary to secure licenses to serve as pilots. It has required no license to be a deckhand, with the result that a good many high school boys in their junior and senior years have served as deckhands and prepared themselves for the examinations, and have gone on to serve as pilots during their college vacations.

Among the students who have labored on the ferry during their vacation times should be mentioned Clarence Langstaff, for many years Deputy Legislative Counsel of the State of California; Maurie Stanley, now deceased, who in 1955 was President of the Newport Harbor Chamber of Commerce; Fred Brooks, Robert Rollins, Bill Twist, Bill Bangs, Jim Power, and the three Beek boys—Barton, Allan, and Seymour. All these former mariners refer to their service on this busy ferry line as among their most pleasant recollections.

### TOURNAMENT OF LIGHTS

Youngsters, now grown to manhood and womanhood, will have nostalgic feelings when mention of the Tournament of Lights is made. Those soft summer nights in July on the Bay; the days and nights put in evolving the floats, many patterned after the Tournament of Roses delights—working, working, now in their front yards, now in Joe Beek's Garage, now on the sandy shores of the Bay, to the one night of nights when their creations would glide slowly up and down the waterway!

The event was generally scheduled in the light of the full moon. All the parents and friends of the young people gathered in Shore Homes or in strategic spots to witness the spectacle. In 1908, John Scarpa, a Venetian gondolier, employed at Venice, California, guided his craft through the ocean to Balboa, where he successfully conducted a gondola business, many availing themselves of a ride in the exotic craft. At any rate it was generally claimed that he furnished the idea for the Tournament of Lights.

During his first season he was said to have pro-



moted a small illuminated night water parade, which staged eight canoes. At any rate in 1913 a water parade was held July 19 under the direction of A. B. Widney, while Fred Beckwith and Walter Gustlin were prime movers in the venture. The 1919 pageant was sponsored by Balboa's first Chamber of Commerce under the direction of Mr. Beek, who seemed to have a hand in most of the future events. He is also credited with giving the parade its name.

The Tournament had a most precarious existence for several years. Tremendous crowds attended with the result that it took hours for the cars to evacuate the city after the show. The affair was finally abandoned in later years much to the regret of the entire Southland. But Mr. Beek, who established Hidden Valley, a large homeowners project north of Sacramento, has revived the delightful exhibition in one of the lakes in that vicinity.

#### OLDEST LIVING COMMANDER

The oldest living commander of the local American Legion, Theodore Robins, came to Balboa in 1911 on a visit. He liked what he saw and so after doing his stint as a flyer in the First World War, he returned in 1911 and started a garage at 706 East Bay Avenue, alongside the old, established grocery store of Way & Driggers. Driggers has passed on but Charley Way is still hale and active and has a fund of humorous tales of other days.

The Legion Hut operated before the present structure was erected in 1923, the work being mostly donated by members and citizens under the direction of J. H. (Harry) Estus. Robins was on the first High School Board and also served as assistant fire chief under Jackson; he was president of the Newport Harbor Chamber of Commerce in 1937.

Who says the small town is no place for business success? After several years at Balboa he migrated in 1927 to 2116 Newport Boulevard. All these years he had held the Ford agency and for more than two decades was the only auto seller in the community. In January, 1955, Robins and Son opened a handsome institution on

Mariners Mile, and it is claimed to be the most elaborate plant of its kind in this area with an investment of more than a quarter of a million dollars.

## WHEN WEST MEETS EAST

Back in the early 20's passions and arguments eddied and swirled between Newport and Balboa, each jealous of the other. City Judge Byron Hall, a kindly, limpy, aged gentleman, wrote a humorous column in the Newport News. Generally Walter Racker and Hugh McMillan, both tackle dealers near the Newport Pier and always up to a practical joke of some kind or other, were the *modus operandi* of his wit. Ever trying to patch the feelings of the bitter-enders, the venerable sage wrote the following in a February, 1923, issue of the Newport News:

The gang of old-timers assembled at Holmes' Pool Hall the other day. All apparently in good humor and with kindly feelings toward their fellowmen and women. No hint about the East being East and West being West, but an apparent inclination seemed to develop that there was no East nor West nor North nor South, but simply one town in which the motto should be one for all and all for the whole.

Quoth the gentleman with a cane, "Boys," (it is a privilege that we, who are sliding into the sere and yellow, claim to hail our contemporaries as boys), "Boys I am tired of this pulling and hauling and mean and venomous chatter that goes on between the people, our neighbors at one end of the town being against the other. There is nothing in it, four or five at this end of town and as many more at the other keep the fires of discontent burning.

The majority of the people from the jetty to 40th street deplore this town; one people with the same desires and aspirations for our town, then why cannot we get together and stand as one solid unit and fight for our town, not for a part of it. A town divided cannot attain great success, cannot advance as it should. It suffers from dry rot that if not removed will eventually kill the whole community. As Editor Meyer said in the Newport News last week, "a chain is only as strong as its weakest link," and that weak link may appear of little consequence until it breaks, and then the whole fabric that it helps to bind falls apart and dissolution begins."

"What do you think?" he asked the man with the silvery locks. "Well," said he, "I am inclined to agree with you and if the thing could be done and the hatchet of unfriendliness buried forever, a new era would dawn upon this sand spit and we would all work and strive to make the whole town grow and find its

proper place on the map. There is no competition between the two ends of this town of ours because the West is destined to become the manufacturing and commercial end and the East the social and resort end. People will always come to Balboa for summer rest and enjoyment, because it offers greater scope than the West end, and on the other hand, commerce and manufacturing will choose the West end because of adaptability. There is no bone of contention between the East and West, except what is fostered by a very few in either end of town. Why not educate them and move on to our ultimate destiny?"

"Well," said the man from Arizona, "An ingrowing toe-nail is not cured in a day; by the most skillful chiropodist, it takes time and careful treatment, so I think time alone will work the cure we desire, if fostered with brotherly love and justice. My idea is that you and I and all of us old-timers who have tasted of the vanities and know the shortness of life, work for the desired end; we will win one of these days."



# *Chapter Thirty-two*

## THUMB NAIL SKETCHES

### JOSEPH ALLAN BEEK

When the Newport Harbor Chamber of Commerce in January, 1956, made Joe Beek, Man of the Year, that body, belatedly, did an honor that should carry back many years of service that public-spirited gentleman performed for his community. He is a staff commodore of the Newport Harbor Yacht Club and Southern California Yachting Association; aided and was the motivating master mind of the Tournament of Lights, now extinct, but transferred bodily to Hidden Valley, a highly prized development operated by Beek 15 miles above Sacramento. Mr. Beek has been Secretary of the California State Senate since 1913.

Beek has been on the Newport Harbor High School board since its founding until two years ago; during the second World War he served as a Navy Transport Commodore; he founded the Balboa Yacht Club, strictly an organization for children's boating activities. Many of his friends are unaware that he is a talented musician and composer.

In 1935 with Leon Heseman, Claude Putnam, James Webster, Harry Welch and others, he started the "Flight of the Snowbirds" classic on its annual way, and today is commodore of the Snowbird Class Yachting Association. When Gov. C. C. Young decided to run for that high post in 1926, Mr. Beek brought Young here and launched his campaign with a rousing dinner at the Newport Harbor Yacht Club. As a realtor he subdivided Harbor Island and later Beacon Bay containing 71 lots opposite Balboa Island on the north. This is a leasehold project running to 1987.

### TWO LOVABLE INDIVIDUALS

Two of the best loved citizens of the early days were Lawrence S. Wilkinson and John McMillan. Both

are gone but their deeds and kindnesses will live long in the memories of many they befriended.

The reason these two pioneers are linked together is because they had much in common. Lawrence came here before the city was incorporated. When the McFaddens began to ship in lumber they sent Lawrence to Santa Ana as a bookkeeper to check the supplies as they came in. Later he came back to handle the McFadden line as station agent. When the conniving Southern Pacific took over he was kept on as agent. "Wilky" was a generous soul who was always helping young people get a start.

John McMillan, who came in 1890 on the sailing ship, Eureka, which docked at old Newport Landing with a cargo of freight, liked the green hills and water and decided to return, which he did in 1892. His friends were legion and he had a home-spun philosophy that guided many a youngster to fame and fortune. Also three sons and two daughters, Johnny, Jr., Hugh, Sadie Timmerman (nee Irwin), Neal and Agnes Kelly.

There were few people around and John was a handy man at almost any job, which meant he soon had plenty to do. He served on the city board in 1906-7-8, while his extra city duties made him water superintendent, both of which posts he held for free.

In 1909 the town had grown sufficiently to hire McMillan at a small salary, after water lines had been extended. The water super had no auto, so, with his helper, George Morales, the two daily walked over the system, from Talbert to Newport.

In talking about his dad, who died several years ago at the age of 82, John McMillan, Jr., said that his father was postmaster in 1915, occupying a small frame building on the site now covered by the Stone Block opposite the Newport pier. He held the office for several years when he resigned and Mrs. Ida (Durkee) Naylor was appointed. McMillan's daughter, Sadie, was the clerk and attended to the details as her father still took care of the city's aqua needs.

John, Jr., began work for the town in August, 1922. He eventually served as assistant water superintendent under Engineer R. L. Patterson until he resigned in

March, 1933, when John was named head of the water department, which he holds today, (1956).

As you enter his office at 1492 (nothing to do with the date Columbus discovered America) Superior Street, your eye catches this inscription over the door:

"Anyone who enjoys working can have a hell of a good time in this institution."

In the old days the city dump was in a hollow just below the City Yards at 1492, but protests by Mesans and others to the rancid smoke and piles of burning refuse, resulted in its removal. Today's yards, mostly occupied by the water and street departments, contain substantial structures, paved areas and a tidy efficiency, due to the ability and orderliness of its bosses — John McMillan and Bill Covert, water and street superintendents. You enter the Yard through a wide gateway, banked on both sides by smiling masses of plants and shrubs.

When the senior McMillan took charge of the water department in 1909, the city acquired John Sharp's private water plant, which consisted of one 35-H.P. engine, one elevated 20,000-gallon tank and a six-inch pipe line from Talbert, where the plant was located. In addition there was a 5500-gallon cement reservoir at 16th and Placentia, Costa Mesa. The water department headquarters were situated at 2715 Newport Boulevard and the old gas plant was at 2807 Newport Boulevard until it was sold to the Southern Counties Gas Company. Sharps also transferred an option on 4 acres of water-bearing land and 425 water connections.

You may not believe this but the town was using gas street lights up to 1912! There was a gas tender, whose task was to walk from Newport to Balboa with a coal oil lamp, carrying a short ladder. He'd place this against the iron post, climb up three steps, open the glass-encased box, turn on the burner and, presto, his lamp was applied and there you had a light!

#### LAWRENCE WILKINSON

Mr. Wilkinson was one of the earlier trustees. He had wit and a dry humor that could never be equalled. His temper was calm and unruffled and at more than one hectic meeting, his soothing eloquence would assuage



the angry and die-hards. For years his railroad office on the Newport pier was the meeting place of his fellow trustees.

"Wilky" had a fine, free pen style and some of his Minutes, when he was city clerk, were Spencerian master pieces. He always wore a flowing, Windsor bow tie, and his angular, kindly features and long hair, was topped by a large, brimmed Fedora, set at a rakish angle. He spoke with a drawl, hesitatingly, and in undefiled English. He deigned slang.

One amusing episode still lingers. When the writer's household goods arrived by train from Arizona on the S. P. pier, a crate of six jars of processed peaches turned up missing.

"Sam," said Agent Wilkinson, his eyes twinkling, "here is a claim form you'll have to fill out; but don't you know the boys around this forlorn beach haven't tasted home made fruit for years? And I don't believe your claim will amount to anything. Let's throw it away!"

#### TRADED WITH "FATTY" ARBUCKLE

Ray Y. Copelin, Secretary of the City Planning Commission and of Amigos Viejos club, used to run around here in 1902 as a bare-footed lad; lived with his folks in Santa Ana. He said the Southern Pacific ran a daily freight from Los Angeles with a passenger coach on the end and that Roscoe (Fatty) Arbuckle was the peanut and candy butcher. Oldtimers remember Arbuckle as a comedian of the silent movies.

Ray said he bought out Arbuckle who got his first movie job in Hollywood. In order for him (Copelin) to take over the vending he had to get a permit from the Santa Ana school board. His biggest days were on Saturday and Sunday when the tourists and fishermen would swarm over the Newport pier to fish in the ocean. He stated that in one year he was able to save \$350 and turned the money over to his mother with which to buy a house.

#### TWO PRACTICAL JOKERS

Hugh McMillan, who with "Baldy" Racker, both tackle store men, pulled more practical jokes than any

other localities. They operated in the 1920's. Hugh insisted, so one tale goes, that he caught a large sea bass, which, when opened, contained a set of false teeth.

Hugh claimed the molars belonged to a Los Angeles woman, who, in gazing into the ocean off the Newport Pier, dropped her false teeth. Hugh insists he saw a big bass make a dive for them. He had the fish trailed and finally succeeded in landing the critter and restoring the teeth to the happy lady. She rewarded him with five simoleans.

Richard (Shorty) Gunther, for years a local commercial fisherman, now living in Northern California, wrote to the News-Press in February, 1956, about some of the activities of Hugh McMillan in the Santa Ana River floods in the early 1920s. He says:

"My friend, Hugh, with his quick thinking, saved the slumbering town of Newport Beach of certain destruction and the people of sure death. His father, John McMillan, and myself, 'Shorty' owner of 'Prince Pluto,' a St. Bernard that saved many lives around 1936, purchased a skiff. We rowed around in the swirling waters, rescuing animals, and after a few hours drifted to Highway 101.

"There we noticed one man feverishly working with pick and shovel. It was Hugh McMillan and I asked him what he was doing. He replied that he was trying to dig a ditch across the highway and the nearby tracks, several hundred feet to the ocean, so that the raging waters could rush to the sea.

"When the ditch was completed, the waters made a small Grand Canyon, the miles of backed-up waters roaring into the sea and widening the break-through, until a path 100 feet wide sent the torrent into the ocean. This story has never been told before, because of possible damage claims by the railroad and highway department, but had not the flood been diverted it would have inundated all of Newport. Hugh McMillan is dead but that deed will never be forgotten by me."

### THE MELLOTTTS

Willard, Norris and Ford Mellott, brothers, more than forty years ago, in 1913, came to the Harbor Dis-

trict from Ohio, to make their fortunes. All were wood workers. Willard and Norris turned to contracting. Ford to cabinet making. Norris later became postmaster at Costa Mesa, but Willard remained in the contracting business and built homes all over the Harbor area. Darn substantial ones, too.

In more recent years a second generation Mellott appeared on the local horizon, Walter B., son of Willard. While his father in the early days drilled water holes for Bryan and Bradford on the Mesa, the younger kin, ever following in his dad's footsteps, carried on the tradition and expanded his craft into subdivision efforts. They founded the South Coast Construction Co., their more recent large-scale development being Harbor Highlands.

From a civic standpoint the elder Mellott served fifteen years on the board of the Newport Harbor High School district, the Harbor Area Boys Club, while Walter has been president of both the state and county Builders' Association.

#### A VETERAN WORTH KNOWING

One Balboa man who can look back on a life of service to his community is Charles Way. He came here in 1909 and established a store on Palm Street, and from then until now he has been doing everything in his power to promote the Harbor area.

Starting a store in those days was not as easy as it would be now. Way had to walk from his Palm Street site into Costa Mesa 5 miles away, to hire a horse and wagon to come to the end of the railway and haul his goods to the store. Even that was not so easy as there was no paved road and most of the way the wagon had to be dragged through the sand.

Afterward Way bought his own horse and wagon and used it for everything from delivering trunks and ice to turning out with the hose cart and dragging it through the sand when there was a fire.

Some of the time Way delivered his groceries and meat by boat, especially to Balboa Island.

Rowing up and down the bay delivering a pound of butter here and a steak there was not profitable, but



it was part of the service Way was constantly rendering to the community.

"Some one had to take care of the people," Way recalls.

Among his other services was a 'trick' on the school board for nine years. He also served four years on the city council and was president of the Chamber of Commerce.

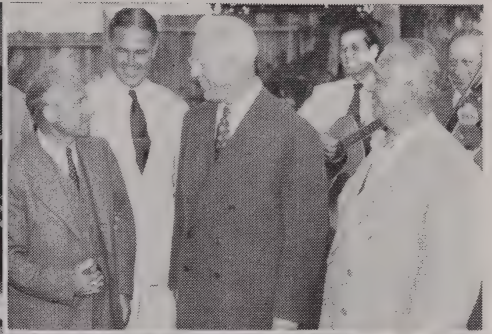
Always a ball player, Way was manager of the Newport nine for years and played second or third base. There was an 8-club league in those days and the Newport team was usually up in first division if not at the top. Way also helped start the lawn bowling club. Way played until he was 50 years old and then he found sliding into second and such activities did him no good and he shifted over to golf. He has a shelf full of golf cups he won. Way was a charter member of the Santa Ana Country club and was on the first team for a number of years. He was only able to play once a week, but won the cup at the Orange County Club tourney when there were 150 entries and three players were tied for first at the 17th hole. His name is on South Coast tournament cups at the Chamber of Commerce.

The first local golf course was at Port Orange, but later moved to the present course out on Newport Boulevard.

Everything was not playing games for Way. One morning there was an earthquake. He made his way to his store and looked in. Most canned goods were put in tin cans in those days—and there was his beautiful store! The shelves full of goods were empty and the floor was a shambles. The kind of stuff that enabled him to win a golf game from two other men in the 18th hole stood by him then and he cleaned it up and started again.

Looking back on the old days Way recalls that it was pretty slim picking in the winter.

"We lived off the summer crowds and, you might say, hibernated through the winters. Easter vacations helped, too. We had big crowds then. Whole families came and camped on the beach and they never brought supplies enough."



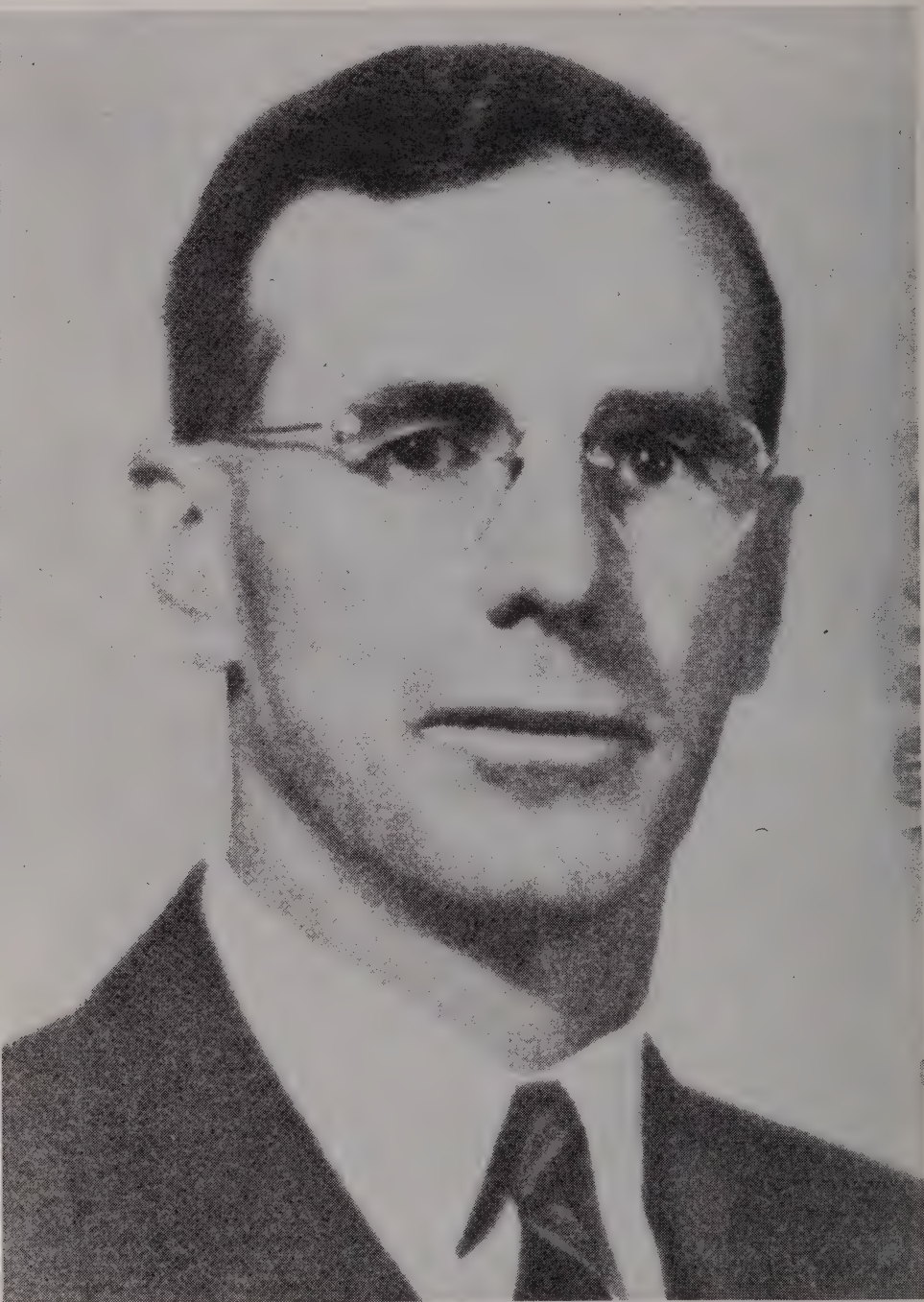
Three Governors aided Newport Harbor — (upper left) — Governor Frank Merriam (seated) gets friendly greeting from Humorist Will Rogers, before attending opening of Harbor in 1936.

(Upper right) — left to right — Mayor Dick Drake, Andrew Brown, chairman of Dedication Committee, welcomes Governor Earl Warren, now chief justice of the United States Supreme Court, to ceremonies; Earl Stanley, assemblyman.

(Lower left) — Presentation of bill permitting the exchange of tidelands and uplands for development of Upper Bay; (left to right) — City Attorney Karl Davis; Supervisor Heinz Kaiser; Governor Goodwin J. Knight; County Harbor Manager Kenneth Sampson; Mayoress Dora Hill of Newport Beach.

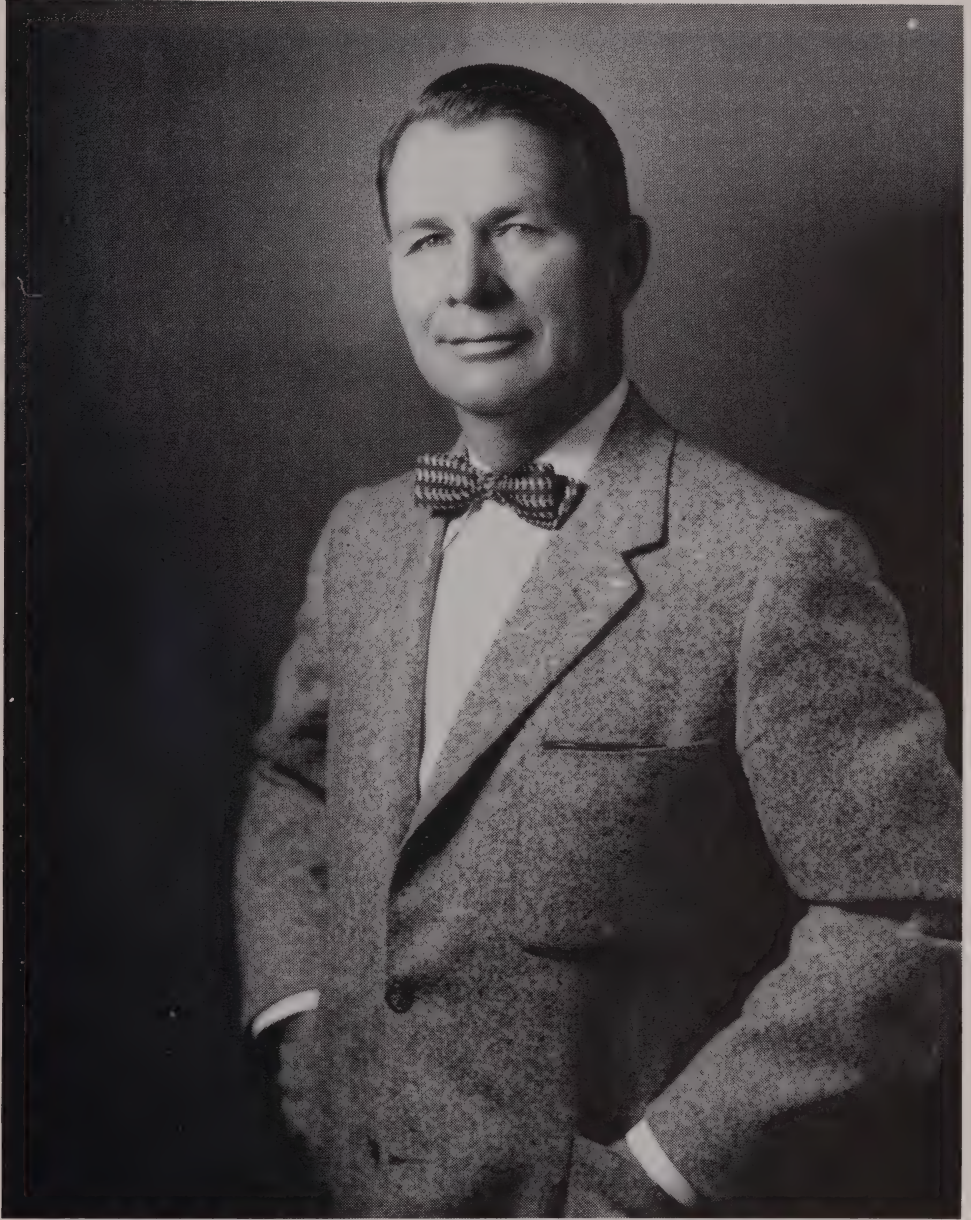
Governor Knight signing bill presented by Legislator Earl Stanley enacting law concerning work on California harbors





W. B. (Brad) Hellis, general manager of Irvine Ranch Co., who has taken active part in developing Harbor area and Upper Bay project as they pertain to Irvine ranch Lands.





O. W. (Dick) Richard, founder of food market bearing his name, civic leader who recently completed trip to Italy representing the United States government with other delegates at Trade Conference of Nations of the world.



Here is general view of Upper Bay area as shown in photo taken in 1956 by Pacific Air Industries. It reveals Newport Bay meandering below the bluffs, practically free of buildings with Costa Mesa on the opposite side.

Engineers predict these thousands of acres of open land, will, when the water way is dredged and made navigable, be susceptible to containing a population of nearly 200,000 inhabitants by the year 2,000. Mere laymen, basing their statements on the past rapid growth of the district, believe the 200,000-mark will be achieved years before that date.



## FIRST MAN OF THE YEAR

When the Newport Harbor Chamber of Commerce in 1949 joined the world practice of choosing a Man of the Year, it selected as its first subject Robert Murphy of Balboa as the person who had done more for his community than any other.

"Bob" Murphy, who, with his charming mate, came here from Long Beach in 1938, founded the famous "Bamboo Room" at Balboa. It was a glittering show place of amusements rivalling any other establishment of its kind on Main Street. It was kindly, generous "Bob" Murphy who was largely responsible for starting the Elks Club in the early 40's, then later aiding materially in its handsome building on the bay at Newport. For his efforts he was made a life member.

The block-long Rendezvous Ballroom was built in the early 20's by Ray Burlingame, Major L. L. Garraques and Harry Tudor at a cost of more than \$150,000. When its builders were unable to hold the property, Mr. Murphy bid it in at sheriff's sale for a reputed \$50,000. But failing in health and not caring to continue its operation, he first sold it to Lindy Crisasulli, a New Yorker, in 1950. Then later it was again sold to Anderson and Johnson, its present owners.

Ever an enthusiastic worker for the progress of Balboa, "Bob" was at the forefront of every worthwhile project and was one of the organizers of the Balboa Business Men's body, of which he was its initial president. He died in 1952, one of the best beloved men in the harbor area.

## AL ANDERSON'S FUN ZONE

Back in 1923 a big, husky Englishman appeared on the Balboa scene and began looking around for something to do. On the Bay front between Main and Palm Streets were a motley array of shops. Between the Balboa Pavilion and the Ocean Front on Main Street were various amusement places with games of a sort, the most interesting being Bingo. John Vogel ran a hardware store near the Pavilion and also conducted a small bank wicket where patrons or winners could cash their checks, tabs and slips received for their winnings. And Al Anderson started the Fun Zone.



Al found that the block he wanted, bounded by Washington, Palm, Bay Avenue and the Bay Front, was owned by Fred Lewis, a wealthy rancher with thousands of acres in Brea Canyon known as Diamond Bar Ranch. Over the years Al had different jobs and in 1936 persuaded Mr. Lewis to lease him the block mentioned. The buildings were cleared off and Al started his Fun Zone in a small way. Year by year he added one feature after another until today it is one of the best known affairs of its kind on the south coast, rivaling, in a discreet way, The Pike at Long Beach.

A distinct feature of The Zone is its strict adherence to the nicities; everything is on the up-and-up; no rough stuff or price-gouging is permitted. Incidentally most of the amusement places on Balboa's Main Street have gone out of business, while in the late forties Mr. Anderson purchased his land from Mr. Lewis, who long ago sold his handsome home on the Peninsula and sailed away with his handsomer yacht to other climes and shores. As a side issue Mr. Anderson, with a group of other Balboans bought several thousand acres of desert between Twenty-Nine Palms and Palm Springs, and started Yucca City, which today is a resort of no mean proportions and worth a visit of any man's time.

But Al, ever a restless individual, has gone to mining, which is also paying good dividends. And pacing him at all times is his efficient helpmate, Mrs. Anderson.

But, alas and alack, all was not as it should be, either at the Fun Zone or in Yucca City. Came a day in the year of our Lord, nineteen hundred and fifty-six, when the subject of city licenses and payments beset the Fun Zoners. Our growing Municipality, under its new and happy Charter existence, not only needed more funds, but some of its esthetic directors of the public weal, felt that that particular area was not in keeping with the rest of our beautiful town.

Yep, you guessed it! Raise the taxes! J. B. McNally, an upright and prominent citizen, who owned a building in the "Zone," called it an effort to legislate the place out of existence and that some Balboa councilmen and citizens, averted their eyes and held their noses as they traversed streets abutting thereto.

"We have the vested power and authority to tax."

This statement from a councilman. Of course, ye citizen who uses said Fun Zone is of more common clay than the more refined travellers, hence his pleasures should be curbed! Or should they?

One Zoner opined it would cost him more than \$7,000 annually to stay in business, if the licenses went into effect. And the controversy raged apace, the upshot being that a breather was given to wait a year or so before the new licenses came into being.

In like manner certain affluent councilmen would include the Rendezvous Ballroom on the Ocean Front in their plans and convert same into a public-owned institution.

As to Yucca City dissention arose over monies, commissions, etc., when the lots were sold, with the result that one of the well known Balboans, handling the realty, faced a Superior Court suit for an accounting. The outcome brought refunds.

# Chapter Thirty-three

## Epilogue

### WHAT OF THE FUTURE?

In trying to analyze the future of Newport Beach and its expansive harbor, efforts have been made to evaluate the economic and population trend. Statistics compiled from the state of California, the Irvine Co., Orange County, the city of Newport Beach and various civil engineers, vary to a certain degree, and these estimates, all conservative, and based on past growth are far below what is actually happening.

One calculator gave Newport Beach a population of 72,000 in the year 2,000; another, taking in a radius of three miles, placed the number of citizens at 210,000 by 1995. Yet Orange County nearly doubled its population in five years from 1950 to 1956, to close to half a million souls. Newport Beach jumped from 12,000 in 1950 to 19,500 in 1956, some 40% increase.

The predictions, aside from the actual facts, are based on the development of the Upper Bay, a vast area of land and water of thousands of acres extending inland for several miles. A forecast by Robert Glass Cleland, author of the "Irvine Ranch of Orange County," issued in 1950, is printed elsewhere in this volume.

A 1955 report of the joint interim committee on marine affairs and bay area development by the California Legislature, says: "Desired facilities — Improvement of Upper Newport Bay — 196 acres for small boat use and reclamation of 513 acres of marsh land. Upper bay to accomodate 2,200 small craft; 4 recreational centers to accommodate 18,000 people at peak hours. Estimated cost, \$9,875,000 for all items, including land acquisition and necessary facilities. A specific plan has been prepared.

### R. L. PATTERSON'S REPORT

R. L. Patterson, long identified with the construction of Newport Harbor, authored a report in 1950 on the Upper Bay for the county board of supervisors



and the Harbor Commission. Among other things he says:

"The Upper Bay area comprising about 1,000 acres of tidelands and salt marshland, extends about 3.3 miles northerly from State Highway 101-A in the central portion of the lower bay. It is surrounded by bluffs from 40 to 100 feet high. Beyond the bluffs, to the west, the mesa land has a gentle slope and, to the east, it rises in terraces to the San Joaquin Hills. Gently rolling land lies northerly of its north end. The drainage area extending to the Santa Ana mountains comprises 139 square miles. All the mesa land immediately adjacent to the bay is now used for grazing and dry farming. The low-grade farm land on the west, comprising about 570 acres, varying in width from 300 to 4,000 feet, separates the fast-growing incorporated area of Costa Mesa from the upper bay.

"In the immediate future we will see self-sustained suburban areas surrounding Los Angeles. There is a growing trend towards decentralizing of certain industries. The city of Los Angeles today is plagued with traffic congestion. Some of its crowding industries have created a serious smog problem and no sure way of solving this latter condition has yet been found. In view of these considerations, it is apparent that Orange County is on the threshold of its greatest growth.

"The combined population of the thirteen (19 in 1956) incorporated cities for 1950 is 124,290, representing a gain of 48.7 per cent since 1940; the population of the unincorporated areas is 89,771, representing a gain of 89.9 per cent for the same period, or an average gain of 63.7 percent for the entire county. The greatest percentage of increases have taken place during the past twenty years in the coastal cities of Newport Beach, 545.7 per cent; Laguna Beach 212.4 per cent; San Clemente 201.0 per cent; Seal Beach 108.8 per cent, and Huntington Beach 42.5 per cent, whereas the increase for Santa Ana, the largest city in the county, was 50.2 per cent for the same period. The 1950 summer population at Newport Beach is estimated at 35,000.

"A separate study of the increase in population of the area within 3 miles of the harbor which will occur in a 40-year period after the improvement of the upper bay

has been made. This area comprises 15,581 acres. The 1950 population is estimated at 27,000 and will increase to 210,000 in 1995. This figure, with the acreage, is set forth thus:

	Acres	Est. pop. 1995
Costa Mesa Area .....	7,160	85,900
Area adj. to Upper Bay .....	1,475	26,500
City of Newport Beach .....	1,744	45,200
East of Upper Bay .....	4,670	46,700
Strip east Corona del Mar .....	532	6,400
<hr/>		
Total .....	15,581	210,700

(Note: This zone does not include the following public areas: State Hospital site, Orange Coast College, Orange County Fair Grounds, Southern California Bible College, Santa Ana Country Club, Orange County Airport, Hoag Memorial Hospital.)

ASSESSED VALUATION

“The 1949-50 assessed valuation of taxable property in Orange County was 439,154,900. The assessed value of Newport Beach property, 1955-56, was \$55,207,000.

“State Highway 101-A which follows the California coast line, is one of the heaviest traveled roads in the state. It is on the landward side of the Lower Newport Harbor. Other paved highways lead from Newport Harbor to the principal inland cities. The Los Angeles-Santa Ana Freeway, is about seven miles from Upper Newport Bay. A second freeway, paralleling the coast line and about three miles inland, will provide for the development of the beaches and water areas in the western part of the county. This freeway will pass near the upper end of the bay. These two freeways will reduce the time of travel to Los Angeles.

CHANGE IN LAND USE

“The improvement of Upper Newport Bay would require the dredging of approximately 10,500,000 cubic yards of material to provide about 509 acres of water area. The dredged material would be used to fill adjacent lowlands and to create new beach land. Land areas ad-

jacent to the bay would be used for shore facilities adjacent to boat basins, recreation centers and residential development. Development of the contiguous mesa land areas, including areas within the communities of Costa Mesa and Newport Beach, would be accelerated.

"It is conservatively believed that value of reclaimed land adjacent to the upper bay would raise to a value of \$35,000 an acre within a ten-year period after completion of the property

"The improvement of the upper bay would cause an increase in the assessed valuation of reclaimed lands adjacent to the harbor, and in addition values of the mesa land would be increased. The present assessed valuation of low lands adjacent to the bay averages \$60 an acre and the mesa land, which is used for farming and grazing, has an average assessed valuation of \$100 per acre.

"The general plan provides that the county will acquire 155 acres of the reclaimed lands for the boat basins and recreation centers. The amount of reclaimed low lands which will remain on the tax rolls would be 513 acres, less 155 or 358 acres. The mesa land area, which will be benefitted by the improvements, comprises 3,392 acres, extending from the bluff line easterly to MacArthur Boulevard northerly to Palisades Drive, and westerly to Irvine Avenue. It is conservatively estimated that the average assessed value of these two areas with a total of 3850 acres would increase within a 30-year period to a value equal to 60 percent of the present average assessed value of \$9,470 an acre of land only, adjacent to the lower bay, or \$5,680 an acre. The increase in the tax base an acre would be \$5,680 less \$2910 (present average assessed value an acre of land in cities of Orange County) or \$2770 an acre. The increase in the tax base for the 3850 acres would be  $3850 \times \$2770$  or \$10,664,500. The tax benefit at the end of the 30-year period would be  $\$10,664,500 \times \$0.011$  (present tax rate for County General and Flood Control, Harbor and Mosquito Abatement Districts) or \$117,300. The average annual tax benefit would be \$60,450.

"The County would derive additional tax money from the small craft moored in the Upper Bay. It is estimated that within ten years, 2,000 new craft will



be moored in this part of the bay. The annual expenditures by the owners of 2,000 boats would be 2000 X \$798 or \$1,596,000.

"The location of the proposed recreation centers are readily accessible from all parts of the immediate tributary area. It is estimated that in excess of 1,000,000 visitors annually would be attracted to the upper bay area to enjoy the facilities for pleasure boats and recreation centers fronting on the harbor provided by the general plan. The many visitors to the harbor over a period of years would result in an increase in population. New residential areas would be created."

#### FROM 1950 TO 1956

The Patterson report and forecast have more than fulfilled that promise. In fact the six years that have elapsed have proved his estimate indeed most conservative. It has shown that the actual development in the intervening six years has exceeded the growth in the ten years from 1940 to 1950, by more than 50 per cent. Mr. Patterson figures the Newport Beach population in 1995 will be 45,200, while in 1956 the city council, in planning its annual budget, gives 19,500 today.

#### THE MONTGOMERY REPORT

Now lets take up the survey made by James M. Montgomery, consulting engineer for both the city of Newport Beach and the Irvine Company. He predicts a population of 25,800 by the time of the 1960 federal census. The federal census gave the city 12,000 in 1950; by 1956 it had gained 7,500, thus leaving less than 6,000 gain to be made in four years, which, to the writer, is another most conservative forecast indeed.

Mr. Montgomery has prepared a map on which is indicated "Future City Boundary." His plat reveals in detail the needed water facilities for the city of the future which he states will include a land area at least three times the district now occupied. He also declares that his projected plan will contain some of the choicest residential and business land that is left undeveloped in Orange County. The Newport-Harbor News-Press, editorializes on his report, as follows:

"Mr. Montgomery's report predicts a population of 25,800 by the time of the 1960 census. The engineer also

predicts a population of 73,000 by the year 2000. This, we believe, is most conservative. In order to keep abreast of this population in meeting their demands for domestic water the engineer recommends many things. A complete installation of large feeder mains, creation of not one but several storage reservoirs, and augmentation of our "water well reserve lands" with the purchase of other well sites inland. A startling statistic contained in the Montgomery report is the fact that water usage here has shifted from 75 per cent locally well-produced in 1949 to more than half obtained from the Metropolitan Water District in 1955. Not only has use continued to rise but the production from our wells in the Santa Ana Valley lowlands has continued to decline from 2187 acre feet in 1949 to 1704 acre feet in 1955.

"Creation of water reservoirs is now the prime problem of the City of Newport Beach. The Irvine Company has offered the City of Newport Beach the choice of several reservoir sites. The company has recommended that if possible the storage facility should be jointly created and owned by the cities contained within the Coastal Municipal Water District. The city has accepted the proposal with the statement it is willing to share, cooperate or go it alone whatever moves should be made with greatest speed and determination, to paraphrase the city council.

"We consider it particularly indicative that the Irvine Company is now in the process of annexing all that land depicted within the "Future City Boundary" limits to Orange County Sanitation District No. 5. In so doing part of sanitation district 5 which now extends down the coast toward Laguna Beach between Crystal Cove and Emerald Bay will be left out of the revised boundary. This is in line with the Irvine Company's long-stated policy that some day Laguna Beach and Newport Beach city boundaries should meet at Crystal Cove.

"In tune with this acknowledged processing of the area by the company and extension of the boundaries of the sanitation district, it could well be proper for the City of Newport Beach to make new proposals to the Irvine Company.

"We would propose that the city should suggest,

if legal and proper so to do, that the Irvine Company annex the same area, designated within the "Future City Boundary" line to the City of Newport Beach. This would serve many purposes.

"The company would, of course, be taxed. Their land would continue to be "unclassified" agricultural land and thus the tax penalty would not be too steep. However, if the city can so agree, it should propose that tax funds derived from the company should be earmarked and used progressively for the creation of the facilities that will be used in the area to be developed as and when the areas are expanded. For instance, under such circumstances the city would upgrade its proposals now for extension and development of the water system in keeping with the proposals of the Montgomery report.

"Under such an agreement the city park department could better extend its planning, as could the school districts and the street departments. Every one would be benefited and it could well be that the money the city would receive from the company in taxes would be funds that otherwise would go to Uncle Sam in taxes anyway. Therefore, city, company and the future would be served.

"At any rate the future is rosy as projected but continued sound planning is needed to protect the future so that dividends of the capital created now will continue to accrue to future generations."

#### WORK ALREADY STARTS

That the "future" of the Upper Bay is already being turned into reality is evidenced by Supervisor Heinz Kaiser's initial suggestion, that a portion of the Upper Bay be converted into a recreational park, is getting under way. Early in July, 1956, dredging of 20 acres, first unit of proposed 79-acre plan, was begun by the Board of Supervisors. The \$183,000 undertaking is just north of the Coast Highway at the entrance to the upper bay, for years known as Coney Island, because a rather good-sized hill of dirt and rocks blocked the channel. This is being slowly removed.

The water area has been dredged to a depth of eight feet and is reserved for swimming, paddleboard and canoe enthusiasts, with power boating barred.



Another 19.4 acres has ben set aside for automobile parking, and another four and a half acres for boat trailers. These facilities provide for the parking of 2700 cars. Lifeguard facilities, picnic areas, shelters and concessions are provided.

Eventually an ampitheater will be built to accomodate from 6,000 to 10,000 persons and it is expected that late 1957 will see the finish of the park.

What will the new creation be called? In a talk with Mr. Kaiser, under whose supervision the engineers are working, he said: "There is only one person in this section for whom that Park must be named, a name for which I am ready to fight, and that man is — Harry Welch!"

*On May 28, 1957, Newport Beach voters are expected to vote \$1,780,000 worth of bonds for the construction of a 600-acre foot reservoir to store MWD water obtainable at off-peak hours for city needs. The giant lake which will be created on a 40-acre site given by the Irvine Company will provide Newport Beach, present and future, with twice as much storage capacity for water as presently available for the entire County of Orange from the Brea reservoir.*

*The 600-acre foot reservoir will be built at the head of "Big Canyon" just inland of Corona del Mar and easterly of MacArthur Blvd. New lines will be laid, completely looping the entire city water system.*

## DOCUMENTING OUR TOMORROW

It is fitting that this chronicling of things past should be documented at this time. At this time citizens of this city with the aid of many experts are studying the patterns for the future.

As early citizens worked long hours, largely in keeping their own counsel, they accomplished. They created the harbor, arranged to have the course of the Santa Ana River shifted from the Bay and into the sea west-ertly of Bitter Point Dam. Those early citizens created a safe entrance to the harbor and a haven within.

Early-day citizens worked long and hard to achieve the passage of legislation permitting the exchange of lands, tidal and submerged, for the development of the Harbor. Today a bill is in the legislature which would permit the exchange of lands for the development of Upper Newport Bay.

As earlier leaders struggled to create a Coast Highway and a bridge across the bay, so today civic workers are discussing a relocation of the Coast Highway and the building of a higher bridge to permit development of Upper Newport Bay. As domestic water has always been a problem in Newport Beach it is a current problem to store adequate quantities and voters will be asked to construct a reservoir in joint project with their sister city Costa Mesa.

But at a later date a dispute over annexation decisions resulted in a split between the two towns — and history again repeats itself.

And, as a move to try once more to bring the two towns together, the Newport Harbor Board of Realtors, composed of members from the entire area, has launched petitions for an election to create one community. It is well within the ken of many thoughtful citizens that such an event could be successful.

By this documentation of early-day events, struggles, ambitions and successes, can we of today benefit in solving the problems of tomorrow.

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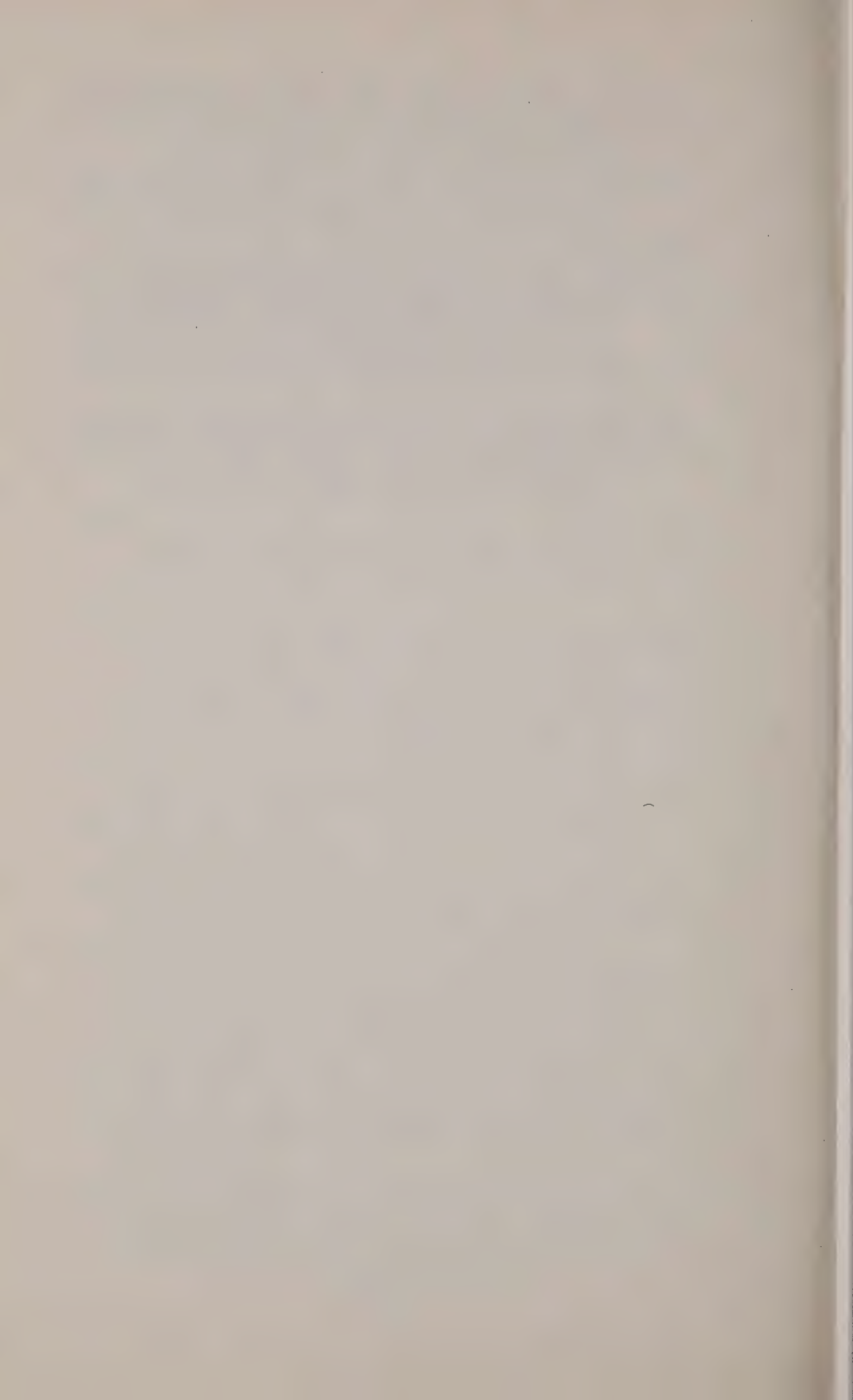
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